



# **Rural Reserves Review 2016**

## **Public Outreach and Comment Summary**

### **Appendix B: Public Comments and Survey Results**

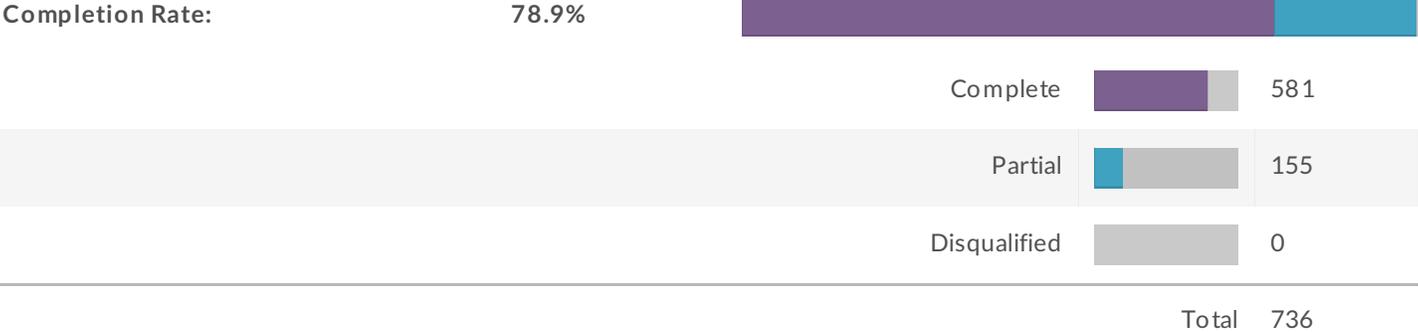
**Prepared for Clackamas County**

**by EnviroIssues**

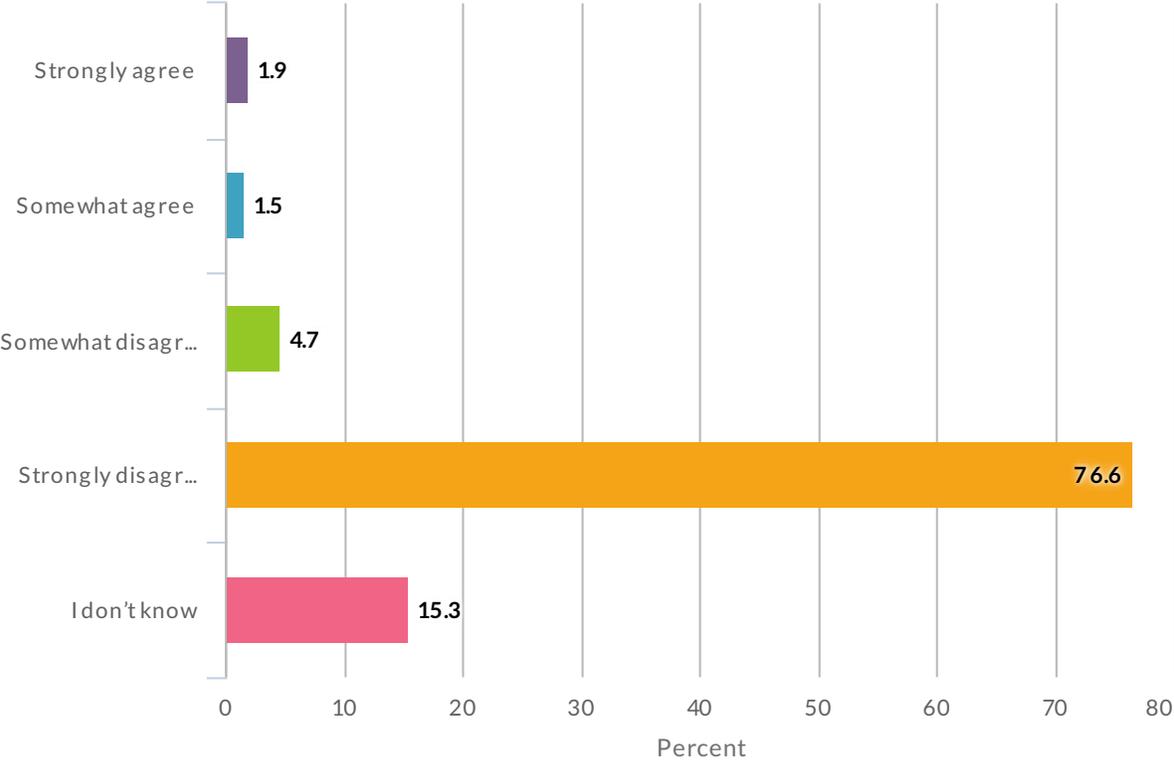


# Report for Rural Reserves Review

## 1. Response Counts



2. Given the changes that have occurred in Clackamas County and the region, it is appropriate to remove the rural reserve designation from this area: (mobile users - please rotate device horizontally) Springwater Road Area



| Value             | Percent | Count      |
|-------------------|---------|------------|
| Strongly agree    | 1.9%    | 10         |
| Somewhat agree    | 1.5%    | 8          |
| Somewhat disagree | 4.7%    | 25         |
| Strongly disagree | 76.6%   | 407        |
| I don't know      | 15.3%   | 81         |
| <b>Total</b>      |         | <b>531</b> |

### 3. Please provide your reasons for your answer to question 1:

| Count | Response  |
|-------|---|
| 2     | I am not familiar with this area.   |
| 1     |   |
| 1     | Why change if not thinking about urban sprawl? Save the rural designation especially along our rivers.  |
| 1     |   |
| 1     | I moved to Wilsonville, Charbonneau, over 25 years ago. For many reasons but mainly because of the area, being in the country but close enough to a beautiful city. I feel that a lot of this would change, mainly heavy traffic, over the bridge which is already congested.   |
| 1     | .   |
| 1     | -   |
| 1     | 1) Carver Bridge lasted over 80 [30?] years - recently replaced - \$ costs already spent. 2) Clear Creek - contamination H2O run-off and flooding 3) A lot of farmers are already using land growing food, employing workers! 4) Clackamas River scenic area 5) Clackamas River, H2O run-off, How will that be addressed to prevent contamination of rivers? Major concern.   |
| 1     | 1) This parcel of land is prime farmland with some of the best soil in the entire state. 2) I believe that most of the property owners in the vicinity think their property values and quality of life would suffer with ANY development. 3) Even if the NEW Carver bridge could be revised and completed, any increase in traffic will continue to bottleneck. The only other current, reasonable route to I205, is Clackamas River Drive. It is about 6 miles of a scenic, two lane road with no passing and no shoulder to accommodate the many bikes using it now. Due to topography, it cannot be improved. We need to plan for our future food production (which employs many) which is far more important than the increase in jobs. Also, the principal owner of this parcel is owned by Terry Emmert. We all know his reputation, and begs the question - Why did the County commissioners choose this particular location. The scale leans heavily toward leaving this area as it is. Thank you |
| 1     | 1. We need to preserve natural habitats for the wildlife they support. 2. I moved to Wilsonville to enjoy a country setting, not to have it become a concrete mass of buildings. 3. There is no infrastructure in place now to handle the traffic we have now, add the cars and trucks that this proposal will bring and the traffic on I-5 and I-205 will be backed up for many more miles than it already is. Please do not let the lure of big business turn our commute into a carbon copy of a Beaverton to Portland trip, wall to wall traffic for miles and miles.   |
| 1     | 1. You need to begin an undeveloped buffer for the Clackamas River and those lands should remain and keep the drawn line there. 2. That reach of Springwater Road is the Historic Oregon Trail. It needs to remain the same and not be urbanized. It should be set aside as a historical preserved for future generations to enjoy.   |

**Count    Response**

1            1. It appears that a substantial portion of the property involved is owned by Terry Emmert. I understand that as a businessman and property owner, he has interest in making a profit. That, however, is not the county's concern. 2. Springwater Road is the major access to shopping, I205 and the metro area. It is a busy and sometimes dangerous road without adding additional traffic from employment traffic. 3. The Caver bridge although new and still unfinished was not built to accommodate additional vehicle traffic. 4. There is no traffic control to provide easy flow onto Hwy 224 at Carver. Traffic frequently backs up across the bridge and down Springwater Rd. 5. Clackamas River Rd, the other access to I205, is restricted from truck traffic, and is frequently closed to thru traffic during wet weather, so would not accommodate employment businesses. 6. The bridge was built to accommodate bicycle traffic although there is no safe bicycle lanes at either end of the bridge or on

1            Absolutely not; we still need agricultural lands close-in. There are sufficient areas already designated for development.

1            Agriculture is the bases to society. Farm land and CRP lands give wild animals places to live and thrive. Building up the surrounding areas would put an increased burden on existing infrastructure and ruin some of the best farm land in the willamette valley

1            Animals need homes too. It's important to me that the designated area stay whole and undeveloped.

1            Any future loss of farm land or possibility of development of this land would be detrimental to our standard of living. Increase traffic, pollution etc

1            Anything that will benefit Terry Emmertt (and the land on Springwater is primerilly his) will not benefit the rest of us out in this region. Leave it as farm land. There is plenty of open land closer to Portland without making this farm land another industrial park, or cracker box development on 3000 sq ft lots.

1            Area is adjacent to scenic Clackamas River and a Public Park used by many Clackamas area citizens for recreation, rafting, fishing, swimming, etc... Proposed area is also home to several species of Pacific Salmon, Steelhead, Lamprey, Bull and Sea Run and Resident Cutthroat Trout. A non-designation may be inconsistent with NOAA Fisheries 4-D guidance for protection of critical habitat for ESA-listed Pacific Salmon.

1            As to the area south of the river at Wilsonville. For several years the "group" has tried to take over this land for use by the car dealerships, etc as many commercial buildings and already planned property areas in Wilsonville stand empty. Us what you have and do not take over the farm land south that is agriculture land. I was at the Canby meeting and it was asked about the Maletis bros and when I saw the look that crossed the face of the young lady giving the speech , I knew then and there who was behind all of this with the big pockets.. And how it was danced around and then finally stated that we the people had no say in the matter no matter hat you are indicating as she said oh the commissioners will be the ones who decide on the areas. This is just another "HILLARY" deal God Help US!

1            BAD IDEA TO REMOVE THE RURAL RESERVE DESIGNATION. ONCE THIS LAND HAS BEEN PAVED OVER IT IS GONE. A LOT OF CAREFUL CONSIDERATION WENT INTO THE ORIGINAL DESIGNATION. RESOLVE THE STAFFORD ISSUE AND FORGET ABOUT SATISFYING THOSE WHO MADE A POOR INVESTMENT AND WANT TO DEVELOPE.

1            Basically all of his land is currently agricultural, except for the properties overlooking the river next to Mclver Park.

**Count    Response**

|   |  |
|---|--|
| 1 | Besides the obvious ag industry jobs that will be lost and fact that adding industrial land at the far south end of Clackamas county will provide jobs for Marion county residents and not Clackamas. This area is some of the best farmland. To me it is a matter of homeland security. If we lose the ability to feed ourselves we will become dependent on other countries. We can find alternative energy sources to be less dependent on foreign oil but there is no way to create new prime farmland once it is paved over.  |
| 1 | Better places to develop (nothing out there, no infrastructure)  |
| 1 | Boon Bridge traffic is already unreasonable!!!!!! and hanging any more sewer lines below it is a dangerous idea.....Fix the bridge and the infrastructure around it and then I would agree   |
| 1 | Carver Bridge totally inadequate to more additional development.   |
| 1 | Changes that are claimed to have occurred in the county are NOT reasons to take prime agricultural land in the Willamette Valley out of its current designation and destroy it forever for its potential use as agricultural and natural habitat.  |
| 1 | Community I reside in has already decided where development is most needed.  |
| 1 | Congestion   |
| 1 | Cost to improve infrastructure for this amount of traffic. Roads are unable to handle all vehicles at this time. Plus the Carver Bridge is inadequate to handle vehicles as it is. I am also concerned about my water since everyone here is on a well. Proximity to Clackamas River is also a concern. This is Rural Reserve land 50 years exemption! No exceptions. There are historical sites in the boundary.  |
| 1 | County should not change any of the three rural reserves maps and cause the reserves process, applying the factors etc. to start all over again. Reach an agreement around Stafford or/and decide to just go ahead with Metro. Deal with industrial land needs later.  |
| 1 | Development should occur within the Urban Growth Boundary.   |
| 1 | Do not remove any more farm land. Roads and utilities will not support industrial growth.  |
| 1 | Do not remove the current rural reserve. Multnomah and Washington counties are examples of what Clackamas County could become. In the event you haven't been to either county I can tell you that the change from verdant residential and farm land to commercial space has had a very negative impact on the small communities. We moved to Clackamas county to escape the traffic, close proximity of homes and commercial properties. In the 24 years that we have been here much has changed in our immediate neighborhood, the most obvious was the sale of orchards redesignated for residential. Tom and Debbie Robison |
| 1 | Does not directly impact me  |
| 1 | Don't approve declassification   |
| 1 | Don't live in the area   |
| 1 | Don't live near there.   |

**Count    Response**

1        First the land proposed for withdrawal from rural reserve qualify for rural reserve protection and should remain as such. Secondly, the property is remote to services required to support employment. Other properties represent the future of Clackamas County without the significant burden on the taxpayers of providing services. The original study and community input to the reserve designations was inclusive and followed the law. Too many of the proposed properties are in the hands of those who contributed to the County Commissioners to make this an unbiased process.

1        Further development in this area will effect our farming area.

1        Given the underutilized land already available within the county there is no reason to add additional property at this time. Once all the available land within the UGB has been developed it can be considered.

1        I am less familiar with the Springwater Road area. However, I strongly oppose any development that would degrade the recreational value of the Springwater Corridor or would develop the riverfront for non-recreational purposes. I also generally oppose any conversion of productive farmland to industrial development south of the Clackamas River.

1        I am not familiar with the proposed area. I would need to visit it in person to answer the question.

1        I am opposed to taking prime farm land and using that for development. I do not know the extent of, or the value of, the agricultural land in this area. The ever growing population of the area, the state, the country and the world is facing shortages of food as it is. Climate change will only hasten the need to protect farm land.

1        I appreciate keeping land undeveloped to preserve the beauty and quality of life in this area. Without plans to first correct our existing traffic issues, I cannot support the decision to approve more land for potential urban development.

1        I believe that there is enough existing urban reserves in the county we can develop that are already properly designated and within the UGB. Also, it seems far from the core of city services and infrastructure.

1        I believe there is still space for development within the UGB.

1        I can't follow the logic in this proposal. I attended the public meeting at Fischers Mill and listened to the proposal and was able to listen and ask questions. The proposal to remove the rural reserve from this land defies logic for the following reasons. 1.) the county (commissioners) contend the additional acreage is needed to bring "wage jobs" to the area for future needs. Out of the proposed area of 425 acres, only about 300 is developable (area includes river, park, creek, steep timbered bluff) and only after you cross the Clackamas River, drive over Clear Creek and up the road a mile. What sense does it make install this type of needed infrastructure for 300 acres? Its 3 miles from the nearest development and 5 miles from other industrial land. 2.) its valuable farm land not appropriate to develop. The entire south side of the Clackamas River is undeveloped all the way to the freeway (6 miles away.) Why choose a spot so far away for industrial land? 3.) ITS AN ISLAN

1        I do not appreciate Clackamas County's effort to undermine farmland preservation for a few special interests. I want to speak up to preserve such excellent farm land. "A significant amount of the land proposed for reconsideration as employment land is high-value farmland, an irreplaceable natural resource."

1        I do not know this area enough to offer opinion.

1        I don't believe that this change will benefit our future.

1        I don't know (No radio button on my survey)

**Count    Response**

|   |   |
|---|---|
| 1 | I don't live near the area.   |
| 1 | I don't trust your logic. Why change any designation unless you are preparing for development. Carver is too bound up now. A traffic control light needs to be put in at 224 & Springwater ( Carver Bridge) before another building permit is issued.   |
| 1 | I don't want more traffic.  |
| 1 | I feel that this area has been designated as a reserve, at least in part, to prevent commercial and industrial development. New jobs are always valuable, but there are alternative areas in the Portland Metro area that would be better suited; this particular region does not have the infrastructure to support a substantial increase in traffic.   |
| 1 | I have no familiarity with the area   |
| 1 | I live in the area. These reserves are important for our wildlife and conservation of our local watershed. We already have Emmert building developments across the river. We don't need more traffic and more developments popping up on this side. There is a reason we have an urban growth boundary. Keep Springwater and Redland rural!   |
| 1 | I live in this area and feel development would ruin an prime agricultural area  |
| 1 | I moved to Wilsonville to be on the edge of farmland. Also, until traffic and the increasing pollution that is caused by traffic is dealt with, it is poor public health planning   |
| 1 | I think it is important to preserve this area, we cannot sustain more growth right now. Enough is enough. Traffic is also an issue.   |
| 1 | I turned the phone sideways and nothing happened. My answer is NO!!!! There is. Line for Development to stop and it should be honored. If this area is allowed to change its designation it will open the door for other areas to change. Our rural areas are shrinking we need to preserve what is left.   |
| 1 | I want to keep this area rural  |
| 1 | I was on the planning commission when we set the rural reserves. That was one of the areas where there was absolutely no question about it being included in rural reserves, unlike the Beaver Creek area that several planning commissioners thought should be undesignated. Clear Creek runs through the southern portion of the land below Springwater Road and the Clackamas River is also in this area. There is a protected river corridor, a scenic corridor and other restrictions. By the time you remove the protected areas, there is not much left. This is prime farmland as adjacent to the river and should not be developed. Also there is not appropriate infrastructure. The two line, curvy road has been the site of many accidents at the intersection of Bakers Ferry Road and Springwater Road. The road and then two narrowing bridges would make travel through this area very difficult. During rush hour, traffic gets backed up for a couple miles waiting to cross the bridge or to get onto Highw |
| 1 | I would hate to see industrial businesses on the Springwater parcel; it would "ugly up" this rural area. and would most likely use too much of our limited water resources. However, a large grocer and gas station with attractive landscaping would benefit the area without excess resource utilization, as long as the traffic concerns are realistically addressed. High density housing would be the worst of all - using resources and negatively impacting traffic flow.  |
| 1 | I'm not all that familiar with the area.  |

**Count    Response**

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| 1 | I5 is already an hour drive to Wilsonville from Portland and doesn't have the capacity currently. There are plenty of empty locations in industrial areas in Clackamas County that have vacancies.   |
| 1 | If this stunt succeeds the only jobs it will create will be the dozens of lawyers us neighbors will retain in filing lawsuits. Preserve the farmland and economy of French Prairie, Oregon's best agricultural lands. Our region has more than 8,000 acres of industrial employment lands just sitting idle – develop what we already have. Developing south of the Willamette River will cost at least \$600 million for new roads alone and make traffic on I-5/Boone Bridge area much more congested. Don't reward land-speculators who want the public to underwrite their costs, so they can personally reap the profits. Respect the thorough, two-year-long public-process that produced both urban and rural reserves, by committing to those designations and providing certainty for investment. |
| 1 | Impact to farms and roads. Too much area for growth . Needs to be smaller area, and planned phases.  |
| 1 | Inadequate infrastructure  |
| 1 | Infrastructure can't support it, and neither state nor local gov't ever build proper support systems prior to any construction.  |
| 1 | Infrastructure needs to be in place before any consideration of zoning change should happen. Case in point: One of the worst intersections in the county is at the Carver Junction. A traffic light has been needed there for years.   |
| 1 | Inviting industry to an area surrounded by parks, farmland and the Clackamas river could severely impact the river system.   |
| 1 | It is a good trail, something about the homeless needs to be changed.  |
| 1 | It is bad policy in general to remove agricultural land from production. This land is needed as agricultural land for our great-grandchildren to be able to live. Don't pull it out of production for the lesser uses of industry. There is industrial land already available.   |
| 1 | It is imperative that this area remain rural ONLY.   |
| 1 | It is no secret that this is the first step in ultimately developing this property.  |
| 1 | It is not needed. There is still plenty of space within Metro that can be redeveloped to meet the future needs of Oregonians without taking farmland. I watched San Jose change from farms and orchards to urban sprawl. I don't want to live in California. What makes Oregon special is farm land and other rural areas. Also, the I5 bridge over the Willamette is at capacity. Development south of the bridge would only cause increased traffic on I5 without bringing any benefits.   |
| 1 | It is time for the state and ALL counties to stop expanding and building. Are we going to continue to let developers ruin the quality of life for Oregonians. Urbanization is not the answer to building an economy. Eventually there will no farm land left, then what do we do?  |
| 1 | It was not that long ago that the current designation was done. No need to change it for now. This change only helps a developer and will see the closing of a fine golf course and will bring more traffic to an already crowded freeway.   |
| 1 | It will cause traffic and ruin the city  |

**Count    Response**

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|---|---|
| 1 | It's fine the way it is.  |
| 1 | It's important to protect the agricultural integrity of our area. There are plenty of areas in Metro that can be developed. Stop the sprawl!  |
| 1 | Its not needed, at all.   |
| 1 | Keep it rural   |
| 1 | Keep it rural! Too much development going on.   |
| 1 | Lack of adequate road infrastructure to support additional growth.  |
| 1 | Land is agriculturally valuable, not adjacent to any urbanizing fringe, and very poorly served by transportation options. Not appropriate for non-agricultural use <u>[underlined]</u> .  |
| 1 | Lifestyle, traffic  |
| 1 | Living on Springwater Road, I am in close <u>[underlined]</u> approximation to the property owned by Terry Emmert, whose solo "interest" in the property is to develop it - as I am sure you are aware. Any <u>[underlined]</u> development would contaminate the Clackamas River and its feeder streams - which is designated - (and protected) as wild and scenic. The Carver Bridge <u>[double-underlined]</u> simply cannot cope with any additional traffic. Any <u>[double-underlined]</u> development would destroy the natural features - excellent farming soil, pasture land, native forest land. Rural Clackamas County does not need another area destroyed by rampant citification.  |
| 1 | Look within the UGB. Leave the rural area OUTSIDE of the UGB as it is. There's already enough encroachment into rural areas reducing agriculture, livestock, and wildlife habit. Area borders clear creek and Clackamas river. With fish runs already declining it should remain a top priority to protect these areas from increased population and loss of protective habitat. Narrow road is not acceptable for increased amount of traffic. There are lines of vechiles backed up as it is now. Additional traffic could back up traffic to a mile or more during due to amount of out of area traffic during certain times of the year. If looking for employment jobs then look to create more permanent jobs. Housing jobs are temporary. Once the homes are built there is no employment in the area and encroachment into more rural areas (and loss of more habitat) continues. Are you trying to create jobs or just move people around. |
| 1 | Love the land the way it is   |
| 1 | Many of us moved to this area BECAUSE it is rural. We love the country and the space and the beauty. Taking away the rural designation will destroy that.   |
| 1 | Narrow roads, congestion at bridges   |
| 1 | Need to expand UGB.   |
| 1 | Need to keep natural reserves and control growth & development of country/farmland areas  |
| 1 | No infrastructure in regards to roads, bridges, public water/wells and sewer/septic. Clackamas River Drive is closed to trucks and Carver intersection with 224 cannot handle the current traffic.  |
| 1 | No more urban development   |
| 1 | No need to develop this prime farm land, given land in other areas is available   |

| Count | Response  |
|-------|---|
| 1     | No, it would not.   |
| 1     | No. If we remove the rural designation traffic will make life here in bearable. Especially along I5.  |
| 1     | None of these areas are close to real population centers. They require heavy automobile commutes.   |
| 1     | Not enough preserved land left. Keep it preserved, I don't want this land developed.  |
| 1     | Not familiar enough with this particular property.  |
| 1     | Not familiar with area.   |
| 1     | Not familiar with this area   |
| 1     | Not familiar with this area.  |
| 1     | Not near my area.   |
| 1     | Not necessary to remove designation. Stop urban creep   |
| 1     | Not sure it is necessary to add to rural reserve at this time.  |
| 1     | Other development areas already exist in Clackamas County   |
| 1     | Our Infrastructure of roads in and around these locations doesn't support the current traffic let alone add additional business or residential neighborhoods. As soon as the classification is changed there will be plans to build before you know it and exceptions will be made to parcels since the classification is no longer preserved Now is the time to reject this until new roads are built and traffic can flow out of Wilsonville and across I5 with it taking an hour from n Wilsonville to the canby exit  |
| 1     | Our rural reserve areas and farmland in general are critical. Converting key farmland to development is a short-term decision with short-term payoffs and a long-term cost we should repudiate.   |
| 1     | Per Metro there is more than adequate "employment lands" available in Metro counties, and specifically in Clackamas County.   |
| 1     | Preserve the farmland and economy of French Prairie, Oregon's best agricultural lands. Our region has more than 8,000 acres of industrial employment lands just sitting idle – develop what we already have. Developing south of the Willamette River will cost at least \$600 million for new roads alone and make traffic on I-5/Boone Bridge area much more congested. Don't reward land-speculators who want the public to underwrite their costs, so they can personally reap the profits. Respect the thorough, two-year-long public-process that produced both urban and rural reserves, by committing to those designations and providing certainty for investment. |
| 1     | Preventing urban sprawl south of the river. There is plenty of developable land north of the river.   |
| 1     | Prime farmland should be preserved, and Metro has already decided this issue.   |
| 1     | Proximity to Clackamas River and Clear Creek - IMPACTING recreation and fish.   |
| 1     | Public already voted against removing rural reserve designation years ago - shouldn't keep coming up to satisfy a handful of those who insist on getting their way.   |

**Count    Response**

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- 1        Removing the protective designation will be harmful to both the environment and the community.
- 1        Road infrastructure and both carver and barton bridges are not adequate to handle the increase in traffic that this would cause.
- 1        Road systems are already congested.
- 1        Rural areas are being overdeveloped enough as it is.
- 1        See answer to question # 5.
- 1        See below
- 1        Smart planning in areas already designated as urban, along with urban renewal, should offset need for this land.
- 1        Society should NOT encourage sprawl and the irrevocable destruction of rural areas that are best suited for agriculture/open space/nature/aquifer protection/etc.
- 1        Springwater Rd is already a fast and crowded traffic problem to bridge - over bridge - and just try to get to the Rd to Rock Creek. Must get bridge completed (with water line)!
- 1        Springwater is sensitive habitat for wildlife. Emmert is not sensitive. Is it payola? Do check who is in Emmert's pocket.
- 1        Stop taking all the farm land you keep putting in more houses and no roads to get in or out. The farms are disappearing and no one seems to care. The beauty of Clackamas county is being swallowed up. The town of Clackamas is disappearing
- 1        Strongly disagree. Traffic!!!
- 1        The Boone Bridge capacity, with no alternate river crossing would be a traffic nightmare, not only in Wilsonville, but further north as traffic backs up trying to cross the bridge. I'm disappointed in our county commissioners and state leaders, when once again, they promote development without concern for the quality of life for the current residents.
- 1        The County should be considering the long-term value of high-value farm land. A significant amount of the land proposed for reconsideration as employment land is high-value farm land, an irreplaceable natural resource.
- 1        The Damascus area has never been able to create a plan for infrastructure improvements to support increased development. Until that plan is in place, it is backwards to consider increased development, whether there is deemed a lack of opportunity spaces.
- 1        The amount of congestion on I5 is already terrible and locks up traffic on Wilsonville Road. Beautiful country, that should be allowed to stay that way.
- 1        The area in question is ill-served because of constriction at the Carver Bridge area. Any other use of the land in question would be in conflict with the character of the surrounding area. Once land is paved over it cannot go back to farming. There is plenty of land in the existing UGB for non-farm use.
- 1        The area is already too crowded - and we should not develop existing farm land

**Count    Response**

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- 1        The area was put into Rural Reserve for a reason....which in effect makes use of that property very difficult for uses different than what it is now. Removing the strictest designation is the slippery slope away from the present use.
- 1        The density growth already here has not improve traffics through Wilsonville with freeway access but commonly have freeway traffic leave the freeway on the north exit to reenter the freeway on the south exit,.
- 1        The highest value of this land is for farming- please be aware of soil types as those who wish to protect it are.
- 1        The infrastructure will not support additional potential development of these areas. Our Oregon wildlife are already being affected adversely by development and this would potential have a negative impact on wildlife.
- 1        The needed infrastructure to develop Springwater would be cost prhitive. Member of Metro has said on local news that no new land is needed the need is to develop what is available. He went on to say that 3% is all that has been developed of what is available. This area was already extensively reviewed for development and rejected.
- 1        The planning commission designated this rural reserves after an extensive public involvement. Why must we constantly do this work again? This area is class two soils on nearly level ground. That makes it invaluable agricultural land. Development can just as easily occur on class three and above. There is no adequate infrastructure for development. Transportation to this area would be problematic. The current traffic jams are bad enough. I have doubts as to the amount of water the aquifer could provide a substantial development. Our pumps already suck sand during drought periods. Again, I am very dismayed that this area come up for review to take it out of rural reserves. It smacks of favoritism to a select number of landowners on the part of the County Commissioners. I am sorry the planning staff is needlessly put through this effort since you have to take the public's wrath.
- 1        The region went through a long and careful reserve process and court review; this current process isn't even known by the public and is unfair to those who believed in the assurances of the last process. The county is providing no opposition as employment land is wasted such as for residential land in Oregon City; this land could be diverted from employment and wasted too.
- 1        The removal of the reserve is cronyism to benefit a wealthy and privileged family. The county commissioners that are supporting this should be ashamed of themselves. The removal of the reserve status will have little if any benefit for the citizens of the county.
- 1        The roads are already over crowded. If I wanted to live in a subdivision I would have stayed in Happy Valley.
- 1        The rural reserve designation was put in place for a reason. There is nothing but development in the area and we need to preserve some land. The removal of the designation would be a mistake.
- 1        The rural reserves were put there for a reason--to preserve the rural and agricultural distinctive elements of those areas. Those need to be maintained, and, if possible, expanded. Not the other way around. There is adequate employment area without using agricultural lands.
- 1        The surveys and input provided in the initial review should be respected. The intent of a 50 year moratorium on development was the original intent and should be maintained.
- 1        The traffic here is already terrible. It frequently takes me 45 minutes to an hour to get home from work in Tigard (right next to I-5) - and that's leaving at 4:00. Development needs to wait until we have a solution to the traffic problems.

**Count    Response**

|   |  |
|---|--|
| 1 | The traffic is bad enough already without taking these protections off. Someone will find a way to urbanize it regardless of the vague new designation being planned.  |
| 1 | The unique richness of this agriculture land needs to be preserved - especially if growth occurs as predicted.   |
| 1 | There are already terrible traffic tie-ups at the Carver bridge, there are aquatic resources that would be degraded along Clear Creek and the Clackamas River, and this area should simply remain rural for the time being. There are other lands that could be considered in the Damascus/Boring area instead. Terry Emmert should not be able to get special treatment. Sorry you are wasting your time due to his undue influence with some commissioners, Planning Department employees. |
| 1 | There are currently a massive amount of vacant industrial and commercial properties in clackamas county. We do not need any more.  |
| 1 | There are places that are not being used in industrial zoned areas. It would cost much less to repurpose these areas.  |
| 1 | There are plenty of unleased business spaces available now. The growth is going leave our grandchildren with no understanding of preserving our rural areas. There is no infrastructure plan in place but raising property tax which are already exstreamly high. Think of current residents not trying to infuse area with every inch of open space developed. Extremely fast growth also means a hard fall open your eyes and remember history that is being repeated.                     |
| 1 | There is already plenty of available land for development; this has already been thoroughly reviewed and determined to be a non-legitimate or desirable outcome. This rich farmland should remain as Rural Reserve.  |
| 1 | There is already way to much traffic, there will be serious problems from this.  |
| 1 | There is enough development!! We are bearing the brunt.  |
| 1 | There is existing land in clackamas county and utilities and transpotation facilities are not available at this site.  |
| 1 | There is increased uncertainty as to whether that area really can accommodate long-term developments. Furthermore the metro area is at risk of losing priceless rural lands, which can never be restored.  |
| 1 | There is no current or near-future need for this land. There are 8,000 acres of "employment land" already designated, that have not been developed. Let's not get ahead of ourselves!  |
| 1 | There is not sufficient infrastructure to handle expansion in this area. The roads are narrow (Springwater, Hatten, Clackamas River Dr) and the nightmare of traffic at the intersection in Carver already make this a most unfavorable location.  |
| 1 | There is not the infrastructure ( roads) in place for additional traffic over the I-5 bridge across the river there!!!!!!..  |
| 1 | There is plenty of land with existing or potential infrastructure already. As population grows Rural Reserves will become more scarce.   |
| 1 | There is plenty of space available to develop north of the Willamette River. Traffic would be a nightmare on the bridge if this area gets developed. I will be against this plan until something happens to abate traffic through Wilsonville.   |

**Count    Response**

|   |   |
|---|---|
| 1 | There should be less development and more natural areas   |
| 1 | There was a reason that Metro designated this area as rural reserve. That decision should be respected.   |
| 1 | There's enough developable land already. No need to bend the rules with legal definitions.  |
| 1 | There's too much building as is. If nothing will be developed until later then there is no point in removing the current designation!   |
| 1 | These lands need to stay in reserve.  |
| 1 | These several members of the Clackamas County Board of county commissioners and their fraudulent claim of a "need" for "employment lands" have ZERO regard for the will of the constituents they claim to represent and are selfishly acting for their own benefit, catering to a small group of land-speculators who want the public to underwrite their costs so they can personally reap the profits at the expense of neighbors and their quality of life, a quality of life that us neighbors have a reasonable expectation of based on the 2010 French Prairie Rural Reserve designation that resulted in a 2 year public input process. In addition, unemployment today in July 2016 is drastically lower than it was in 2010 so this sense of urgency for the "need" for "employment lands" is a complete and outright lie!!! The only sense of urgency is from these greedy developed who have a total and complete disregard for anything except their own bottom line, much like these county commissioners and their nefari |
| 1 | This area is 1) prime farmland and 2) infrastructure-limited. Regarding the farmland, Oregon's land use laws are designed specifically to protect lands like these from development. With regard to infrastructure, with two bridges and narrow roads as the only means of access, this area would be incredibly challenged in terms of development, regardless of the type.  |
| 1 | This area is a great place to live but with really only one access out across the river, the congestion is already beyond it's max. Over 1/2 hour trying to get across the Carver Bridge and often times it is longer than that. With the park filling up for summer, it'll only get worse. AND Saturday (7/2) to add to the congestion, the county had a road crew out controlling traffic along Springwater. We asked why and he told us it was for NO particular reason? Please get a light in at the bridge to help.  |
| 1 | This area is already saturated with too much traffic. It would be a huge mistake to remove the rural reserve.   |
| 1 | This area should not be developed. Please care about our town more than money.  |
| 1 | This area should remain a rural reserve for agriculture and/or recreation only. Transportation to I-205 is only available over the Carver Bridge, which is designed for local traffic, and on Clackamas River Dr, a narrow rural road more suited to bicycles and pedestrians.  |
| 1 | This is a 2 lane road leading into a small bridge with already insane traffic. In the summer, the city dispatches crews to maintain traffic and it still doesn't work. There is no infrastructure to support growth in this area and adding more people to the mix increases the likelihood of accidents at the Hattan/Springwater intersection (already very dangerous) and at the turnoff from the bridge to 224. Keep in mind that the Windswept Waters addition on 224 near 212 has already made traffic much, much worse.  |
| 1 | This is farm land and should remain farm land and not turned over to greedy developers. It will increase the already serious traffic problems on the I-5 just south and including Wilsonville.  |

**Count    Response**

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1        This is farming[double-underlined] area! re Springwater: 1) There are traffic concerns (Carver Bridge, congestion, impact on Clackamas Rider Road). 2) Pollution - air, noise, and impact on local creeks 3) Services - water and power, infrastructure (roads). Springwater is not suitable for undesignated reserve. Finally, our farmlands do not owe developers and industry a living!

1        This is protected land. Leave open space open. The only thing I think this would be acceptable is allowing ONLY for the widening of the 5 freeway bridge over the Willamette River.

1        This is rural base farmland which should be preserved.

1        This is valuable farm land and many families have farmed this region for many years. it should be developed at all.

1        This land needs to be protected and removing the rural reserve designation makes it one step easier to develop.

1        This land should be reserved for agricultural use.

1        This property is excellent agricultural land contiguous similar land that is being effectively utilized as such. There is no existing or planned appropriate infrastructure to tolerate other than the current rural applications. This proposal facilitates one primary landowner at the expense of this community and all people of Clackamas County. Failure to complete and maintain the new Carver Bridge, failure to provide proper traffic control at Springwater Rd. and OH 224, and other local issues clearly illustrate the inability to develop this land beyond its current uses with a positive economic and/or quality of life outcome.

1        To maintain agricultural uses of the Springwater lands.

1        Too much development already and the Boone bridge cannot handle any additional traffic

1        Too much traffic and people

1        Too much traffic as a result

1        Too much traffic; plenty of land available in UGB; quality of life

1        Traffic

1        Traffic and congestion and marijuana grow operations

1        Traffic is already bad enough on I5. It's one of the biggest reasons traffic backs up in town! Are we going to build more bridges, too???

1        Traffic is so bad now...vroom big this would make it worse

1        Traffic on I5 is already stop and go over the Boone bridge

1        Traffic, loss of protected land

1        Traffic, protected nature, empty business space that is not currently being used

**Count    Response**

1        Two reasons: 1. It is not appropriate for a sitting Council to seek to overturn a designation brought about by two years of study and public involvement. It is also tainted by generous campaign contributions to Ludliw and Smith by the owner of these lands. ,2. There are 8,000 acres currently available for "jobs development" - no more are warranted at this time

1        Unnecessary

1        Unless you widen I-5 to 4 lanes driving through Wilsonville and have several ways to cross I-5 to alleviate congestion this absolutely going to be the worst thing for this area. It's already congested: this will make it unlivable unless planning is done correctly. You all have failed us time and time again with poor foresight into planning for the future that I have no faith that you will make take proper and correct care.

1        Unnecessary and unwise. The first round designation got it right. This is a commission hiring itself out to private business

1        Unretricted growth is dramatically changing the area for the worst and only benefits developers who have no interest in the long term future. Increased traffic, loss of farmland, loss of wildlife habitat are to be avoided.

1        We are watching with dismay as Portland destroys it's livability while developers prosper. Happy Valley is now doing the same thing. Traffic has become ridiculous in that area and the hillsides are being stripped. Living off of Hatten Road we are now having to deal with increased traffic on our roads. This has caused unreasonable delays in crossing the river, particularly South to North. Any development plans on this side of the river should have been taken into consideration before the bridge was rebuilt. I'm particularly interested in this because a greedy developer is, as we speak, tearing down a beautiful old house next door to the house we used to live in on Alder Street. It's a tragedy to see this happen and it would be just as devastating to see this happen out here. I recognize that you indicated that urban development is not intended, but I believe this is just the first step.

1        We do not need to change a decision that was made years ago after much research and public input.

1        We don't need increased traffic in the area in which we live. We have congested highways and freeways anyway. Enough!

1        We don't need industrial in this area. Leave it alone.

1        We haven't infilled the area we have and have no good plans to handle extra traffic over the Willamette river.

1        We keep taking away natural land and building high density housing. We are going to run out of beautiful, natural habitat!

1        We live in close proximity of the Springwater Road proposal. It is to tally inappropriate to build industrial business's on PRIME FARM LAND!! [underlined] It is a poor excuse to say this proposal will bring jobs when the land today if used properly[underlined] would bring many jobs in the farming industry!! This proposal would also require a large amount of infrastructure. At what cost?? I.E. Higher taxes?? What about the surrounding farms and houses that have been here for many years?? From the meeting of 6/29/16 an overwhelming number of people in attendance were against this proposal. This proposal mainly benefits only one person and not the community!!

1        We need farm land to remain permanently as such for the sake of future generations. Keep rural in it's natural state and allow farming to continue.

1        We need to address congestion and issues with interstate 5 before designating any more areas for future development.

**Count    Response**

|   |  |
|---|--|
| 1 | We need to continue to have open farmland space, as it is presently designated, rather than change it & thereby increase traffic & congestion to the area.   |
| 1 | We need to focus development inside the urban growth boundary.   |
| 1 | We need to have rural lands into perpetuity. The Willamette Valley is soon to be nothing but houses and businesses. Not good.  |
| 1 | We should develop the thousands of acres already designated for industrial development before changes this area's designation.   |
| 1 | Where will services come from?   |
| 1 | Who is `wanting to rape the will of the people? They are certainly not motivated for any other reason than personal financial gain. People choose to designate French Prairie as a Rural Reserve. The quality of life for present residents in the area would be destroyed if our French Prarie Rural Reserve becomes commercialized. New residents are coming to our area to find beauty in nature and avoid the hub-bub of commercialized atmosphere. Please continue the French Prarie Reserve designation.   |
| 1 | Wilsonville has serious growth issues and planning is not able to keep up with the addition congestion due to it.  |
| 1 | You have lots of areas in the urban reserve to use before bringing in more property into the urban reserve.  |
| 1 | [also checked off "I don't know"]  |
| 1 | avoid sprawl   |
| 1 | chair Ludlow and Com. Tootie Smith understand what the word NO means. I well help them in the Nov. Election of what NO means re. Rural reserve designation, must and well stand.   |
| 1 | i do not know that ground well enough to have an opinion   |
| 1 | it is not next to a city or town which needs to expand its Urban Growth Boundary, and it is good farm land which could be used to raise more food for the Hungry people in our County if it was properly farmed. It is not on a major transportation route.  |
| 1 | let's keep some rural areas ..... let's not look like L.A. they didn't plan to get that way but little by little land use was changed/sold...  |
| 1 | much greater transportation access from multiple points  |
| 1 | not needed at this time  |
| 1 | property does not will it have the necessary infrastructure. this property has in the past been looked at and dismissed by planning committee as stated at the meeting held at Harding Grange by a member of said committee. Not only would this disrupt the natural area it would require new wider roads, new bridges (2) one just completed. completely new and expensive redesign of Carver. This is another attempt by Mr. Emmert to apply or hope to apply down the road for industrial use ; such as mining. Removing the designation from rural to undesignated is one more layer of protection removed. Common sense tells ANYONE that once you cross the Carver bridge you have entered rural farming and recreational areas. A better and more reasonable area would be the area around Damascus and Boring. Plenty of flat land in large pieces and road access that can handle the traffic. |

**Count    Response**

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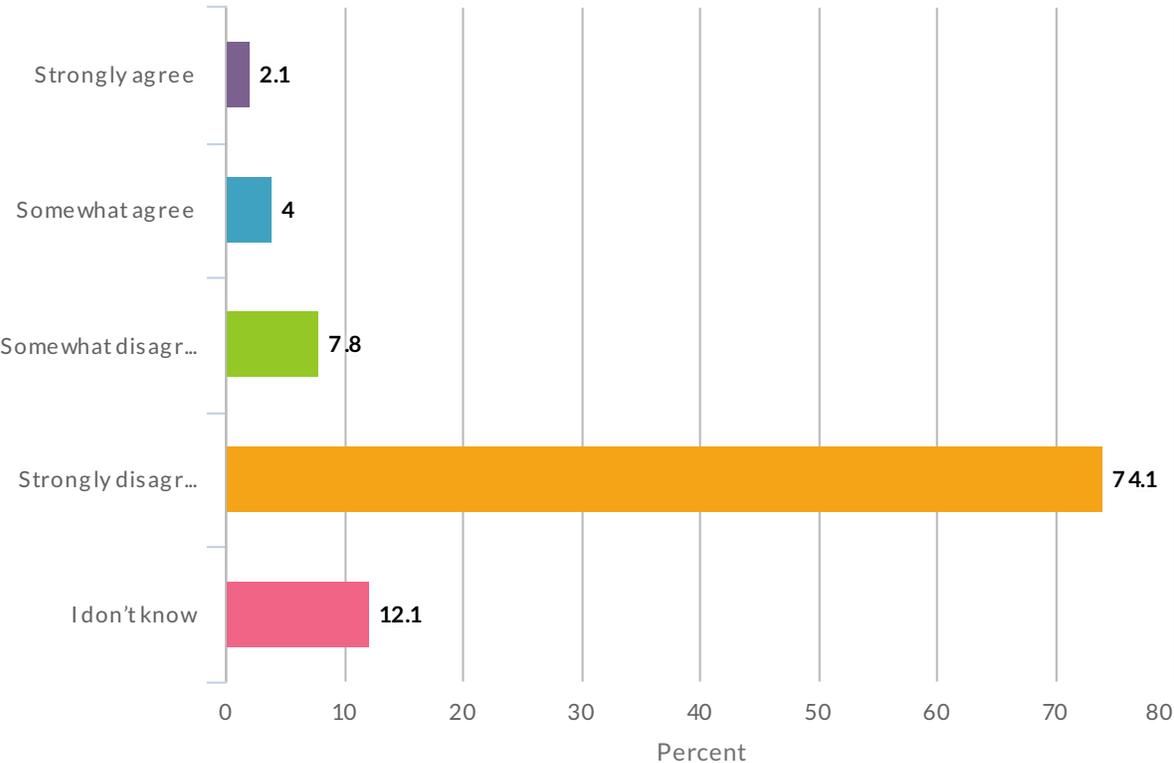
1            removing the rural designation is the beginning of urban development although it might not be "any time soon". The area probably would look like the Windswept Water Development just across the Carver Bridge in a few years. Please leave a few areas rural!!!!!!

1            there is enough land for building

1            traffic

1            with rafters in the summer, bridge traffic is already terrible. This additional traffic will only compound the problem year round. There is plenty of land available for industrial expansion in the Damascus area. With Hwy 212, it is only natural to expand along already established roadways. Infrastructure in this area is unable to handle an additional influx of traffic.

4. Given the changes that have occurred in Clackamas County, it is appropriate to remove the rural reserve designation from this area: (mobile users - please rotate device horizontally)East of Canby Area



| Value             | Percent | Count      |
|-------------------|---------|------------|
| Strongly agree    | 2.1%    | 11         |
| Somewhat agree    | 4.0%    | 21         |
| Somewhat disagree | 7.8%    | 41         |
| Strongly disagree | 74.1%   | 392        |
| I don't know      | 12.1%   | 64         |
| <b>Total</b>      |         | <b>529</b> |

## 5. Please provide your reasons for your answer to question 3.

| Count | Response  |
|-------|---|
| 2     | Traffic   |
| 1     | I believe that rural reserve area, should remain rural reserve.   |
| 1     | "The acreage next to the city of Canby is Class 1 agricultural soil, some of the best farm land in the valley, said Jim Johnson, the Oregon Department of Agriculture's land-use specialist." The metro area is at risk of losing priceless rural lands, which can never be restored.   |
| 1     | 1. The area being considered east of Canby includes a private use runway owned by the 38 households of Dietz Airpark, located on SKylane Drive off of Township Road. (The property on which the houses themselves are located are not part of the area under review). No structures of any kind are allowed on the runway. This is not a viable location for urban development. 2. The areas north and south of the runway are critical areas for takeoff and landing of aircraft and must comply with ORS 836.600 through 836.630. Tall structures and dense residential neighborhoods beneath the airport overlay zone and imaginary surfaces create a safety risk both to air navigation and to people on the ground. 3. The area immediately to the northwest of the runway is a wetland area during the spring, fall and winter of each year, providing habitat for wildlife including thousands of migratory birds. (Please see attachment.) Most aerial photos are taken in the summer months when the wetlands are not        |
| 1     | 1. The proposed area contains a large wetland that is a stop over for migratory birds. Destruction of this area by development would be in violation of Federal Law regarding wetland preservation. Any such plan for development will be vigorously opposed with litigation. 2. The development of this area will encroach upon the take off / landing airspace for Dietz Airport. This is in violation of state guidelines for airport development and preservation of safety airspace for airports. The airport currently has a good working relationship with its neighbors regarding airspace clearance at each end and along the side of the runway. This provides a safe buffer for operations at the airport. Putting a residential development or tall commercial buildings right under the flight path of an airport represents poor planning on your part as such developments usually lead to complaints about the airport. If your plan is to try and close the airport, such an action would cause a sizeable loss in p |
| 1     | 1. There are other available reserves in the region that are already designated for industrial development that need the investment. 2. French Prairie land is too valuable as an agricultural resource to waste on any other purpose. 3. Boone Bridge cannot handle the increase in traffic this development would produce. 4. Route 99E cannot handle the additional industrial and worker traffic in this area. development to the south. 5. Neither Wilsonville nor Canby has any plans, interest, or capacity to provide infrastructure to the areas proposed. .   |
| 1     | 50 years was the original intent and should be maintained.  |
| 1     | Absolutely not; we still need agricultural lands close-in. There are sufficient areas already designated for development.   |
| 1     | Again -- taking up fertile soil for farming. Why not use less fertile lands?  |
| 1     | Again poor planning. Roads are congested. Try driving through Wilsonville on Friday afternoon, Saturday afternoon, and Sunday afternoon.  |
| 1     | Along this line of argument [see comment for Springwater], infrastructure investments and essential close to existing dense population centers.   |

**Count    Response**

- 1      An established active airport (Dietz Airpark) and designated wetlands (off of Blount Rd) are not appropriate places to further develop. "...The area east of Canby as described in the Rural Reserves Review of June, 2016 is adjacent to an active, state-registered private airstrip, Dietz Air Park, OR40. Any development in this area needs to conform to Section 712 of the Clackamas County Zoning and Development Ordinance for private use airports, which implements Oregon Revised Statutes (ORS) 836.600 through 836.630 as relates to private use airports. This section provides for the continued operation of private use airports and reduces the potential for safety hazards for property and for persons on lands near the airport. Tall structures and dense residential neighborhoods beneath the airport overlay zone and imaginary surfaces create a safety risk both to air navigation and to people on the ground."
- 1      Anything concerning Metro sucks. I don't know why you are even asking for feedback. Metro doesn't give a rat's ass what we think and will do whatever they want. Every body knows this.
- 1      Area is already expanding with growth.
- 1      Area roads and infrastructure are inadequate. The main problem is access into and out of the Portland Metro area. I also frankly do not believe we need additional designated reserves.
- 1      As far as I understand the area near Canby, it has already experienced creeping development and is near highway access - adjacent to 99E if I remember the map correctly.
- 1      As noted in my response to question #1; removing the rural reserve is a detrimental move.
- 1      Breaking up large tracts of productive farmland is not the answer. My father's house is very close to that area, as well as Dietz Airpark. I know I don't want to look out his back window and see large scale concrete buildings similar to what went in just east of BBC steel.
- 1      Canby has done a great job planning for industrial and job growth while respecting traditional farm owners and practices. Leave it to them
- 1      Canby has room to grow and the building of new housing developments has improved the city.
- 1      Canby is in the middle of an already vibrant and developed industry which will be destroyed if required to compete with the quick bucks to be made by developers.
- 1      Canby seems to be expanding toward the east, and this is contiguous to the present expansion. Consideration needs to be given to the safety aspects of flight operations at the established Dietz Airpark, both for the pilots and for the general public. Any development in this area needs to conform to Section 712 of the Clackamas County Zoning and Development Ordinance for private use airports, which implements Oregon Revised Statutes (ORS) 836.600 through 836.630 as relates to private use airports.
- 1      Change can be controlled as is the situation with this proposal. However some changes are unwarranted and unnecessary as is the case for this proposal.
- 1      Change has little impact on city and residents
- 1      Changes that are claimed to have occurred in the county are NOT reasons to take prime agricultural land in the Willamette Valley out of its current designation and destroy it forever for its potential use as agricultural and natural habitat.
- 1      Congestion

| Count | Response   |
|-------|--|
| 1     | Congestion, traffic  |
| 1     | Could allow Canby to expand further.   |
| 1     | County should not change any of the three rural reserves maps and cause the reserves process, applying the factors etc. to start all over again. Reach an agreement around Stafford or/and decide to just go ahead with Metro. Deal with industrial land needs later.  |
| 1     | Do not believe it is necessary.  |
| 1     | Does not directly impact me  |
| 1     | Don't live in the area   |
| 1     | Don't live near there.   |
| 1     | Fill existing real estate before building new.   |
| 1     | First, the area depicted includes the runway owned by the homeowners of Deitz Airpark, an Oregon and FAA registered airport. Under the Oregon Airport Protection Plan, the area directly inline with the departure runways incorporates building and development restrictions, both in height and useage. Anytime homes are built near an airport, problems develop. Also, much of the land to the west of the runway center line is under water and not suitable for development. |
| 1     | For the same reason as before, but also because we are a small town area to begin with. I moved here ten years ago for that exact reason. Now it's becoming Beaverton...   |
| 1     | From the information I've read, we need to develop the thousands of acres already designated for industrial development.   |
| 1     | Further development in this area will effect our farming area.   |
| 1     | Good roads from area to Hwy 99E, not a lot of residential to conflict with   |
| 1     | Growth could be increased on the east side as Oregon city is also growing this direction   |
| 1     | Houses are already being built up. Traffic in the last year in Canby has gotten absolutely terrible because of the amount of people moving to the town. This is destroying the small town feel. Another result is myself being a farmer, this has made transporting equipment absolutely dangerous because of the increased traffic.   |
| 1     | I agree with the position taken by the Canby Area Chamber of Commerce  |
| 1     | I am not a Canby resident and have no comment  |
| 1     | I am not as familiar with this issue. I do know that the land in this area is also prime agricultural land. Do we sacrifice these lands from food producing lands to warehous es? If the land is not productive for agricultural use, then it should be considered for other uses.   |
| 1     | I am not familiar with this area.  |
| 1     | I am not terribly familiar with this area, but it looks as though if there were a removal of the designation in order to allow the city to expand, the lands to the west of the city should also be considered.  |

**Count    Response**

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- 1        I believe that there is enough existing urban reserves in the county we can develop that are already properly designated and within the UGB.
- 1        I believe the farmland in this area should be preserved. Pressure on roads north to Oregon City and Wilsonville are already congested.
- 1        I do not appreciate Clackamas County's effort to undermine farmland preservation for a few special interests. I want to speak up to preserve such excellent farm land. "A significant amount of the land proposed for reconsideration as employment land is high-value farmland, an irreplaceable natural resource."
- 1        I do not live in this area and am not familiar with the issues.
- 1        I don't believe that this change will benefit our future.
- 1        I don't know (No radio button on my survey)
- 1        I don't live in Canby, but I would think a smaller area would be more appropriate.
- 1        I don't live near the area.
- 1        I don't want more traffic.
- 1        I worked at the Oregon Capitol in legislative affairs and was involved with the run-up and adoption of the Oregon Land Conservation and Development Act of 1973-- Senate Bill 100. The pressure on governmental entities to provide more developable land in the Canby area and other areas is real and on-going. However, the area east of Canby as described in the Rural Reserves Review of June, 2016 is adjacent to an active, state-registered private airstrip, Dietz Air Park, OR40 and any future development needs to take that into account. Section 712 of the Clackamas County Zoning and Development Ordinance for private use airports implements Oregon Revised Statutes (ORS) 836.600 through 836.630 as relates to private use airports, and provides for the continued operation of private use airports. Attention to these statutes is critical in order to avoid development encroachment near airports which will result in safety issues both in the air and on the ground.
- 1        I would like to see this space continue on with its intended purpose: green space, animal habitat.
- 1        I would want to hear from the landowners and adjacent owners of the proposed land in question here.
- 1        I'm strongly in favor of keeping farm land available for farming.
- 1        I've heard that the City of Canby does not favor the change and has not been consulted in advance of the proposal. The change could affect the city's ability to provide infrastructure elsewhere.
- 1        If this stunt succeeds the only jobs it will create will be the dozens of lawyers us neighbors will retain in filing lawsuits. Preserve the farmland and economy of French Prairie, Oregon's best agricultural lands. Our region has more than 8,000 acres of industrial employment lands just sitting idle – develop what we already have. Developing south of the Willamette River will cost at least \$600 million for new roads alone and make traffic on I-5/Boone Bridge area much more congested. Don't reward land-speculators who want the public to underwrite their costs, so they can personally reap the profits. Respect the thorough, two-year-long public-process that produced both urban and rural reserves, by committing to those designations and providing certainty for investment.
- 1        Inadequate infrastructure. Canby already has industrial properties that are vacant or underutilized

**Count    Response**

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1            Infrastructure need improvement before adding this land.

1            It is not needed. There is still plenty of space within Metro that can be redeveloped to meet the future needs of Oregonians without taking farmland. I watched San Jose change from farms and orchards to urban sprawl. I don't want to live in California. What makes Oregon special is farmland and other rural areas.

1            It is the only way Canby has to grow in the future. Block by rivers on 3 sides. Barlow is in the flood plains. Yale Garden area is also.

1            It's fine the way it is.

1            It's too congested on Boone bridge.

1            Keep the farm land as it is.. Where are you going to get the products use in your food that is set on your table without the farms in this area? import from China?

1            Land is agriculturally valuable, but is on an urbanizing fringe of an established city. If any change is made, it should be with full involvement of City of Canby.

1            Many of us moved to this area BECAUSE it is rural. We love the country and the space and the beauty. Taking away the rural designation will destroy that. Why do people In power want to destroy what others have?

1            My position on farm land as stated in Question 2. I do not believe that the infrastructure needs of this area can be met without a significant contribution, which is unlikely.

1            Need to expand UGB

1            Need to keep a undeveloped buffer on the Willamette River for wildlife and scenic buffer.

1            Need to maintain lands for farming and quiet.

1            Needed open spaces and too much traffic

1            No more traffic

1            No more urban development

1            No, it would not.

1            No. Traffic will be too much and commutes too long.

1            No. We need protected land.

1            Not near my home.

1            Not needed. There is plenty of room near there already.

1            Not sure it is necessary to add to rural reserve at this time.

1            Once the land is removed from Rural Reserve and eventually put to use in other ways...there is no going back....the land is gone from its present use.

| Count | Response  |
|-------|---|
| 1     | Our region has more than 8,000 acres of industrial employment lands just sitting idle – develop what we already have.   |
| 1     | Our rural reserve areas and farmland in general are critical. Converting key farmland to development is a short-term decision with short-term payoffs and a long-term cost we should repudiate.   |
| 1     | People in Clackamas County have said NO many times.   |
| 1     | Per Metro there is more than adequate "employment lands" available in Metro counties, and specifically in Clackamas County. Less than 25% of Clackamas County is farm land - taking any for commercial development is bad policy!   |
| 1     | Please see answer 2   |
| 1     | Possibly appropriate if the current city and growth boundary has been used/filled in.   |
| 1     | Preserve the farmland and economy of French Prairie, Oregon's best agricultural lands. Our region has more than 8,000 acres of industrial employment lands just sitting idle – develop what we already have. Developing south of the Willamette River will cost at least \$600 million for new roads alone and make traffic on I-5/Boone Bridge area much more congested. Don't reward land-speculators who want the public to underwrite their costs, so they can personally reap the profits. Respect the thorough, two-year-long public-process that produced both urban and rural reserves, by committing to those designations and providing certainty for investment. |
| 1     | Prime farmland should be preserved, and Metro has already decided this issue.   |
| 1     | Proposed area appears to be productive farmland and not contiguous with City of Canby's border. Is the City of Canby in support of an undesignated classification for these lands? Is the City prepared to serve this area with public utilities, e.g., water, wastewater, roads and other necessary utilities?   |
| 1     | Prudent growth with strict review of present vacancy rates.   |
| 1     | Public already voted against removing rural reserve designation years ago - shouldn't keep coming up to satisfy a handful of those who insist on getting their way.   |
| 1     | Removal of protection of rural reserves leads to overpopulation, along with issues on stressing our wildlife and their habitats. I believe this will lead to people uninterested in living around and nearby these areas as people move to these areas knowing those protected places exist.  |
| 1     | Reversal of any reserve would be a mistake. You don't have to break it up into sections to try and make it seem better. I strongly oppose any development in these areas.   |
| 1     | Rural is better.  |
| 1     | SEE ABOVE - SAME COMMENT APPLIES  |
| 1     | Same  |
| 1     | Same answer as #2. We need to protect our rural reserves.   |
| 1     | Same as #2  |

| Count | Response  |
|-------|---|
| 1     | Same as above   |
| 1     | Same as above.  |
| 1     | Same as answer 2  |
| 1     | Same as first   |
| 1     | Same as number 1. In addition, the traffic in and out of Canby is appalling. Canby HAD beautiful sand loam farm land. Now it's all houses. The country roads around Canby cannot handle the traffic now. Developers have to be told no at some point. Now would be that time. |
| 1     | Same as previous answer.  |
| 1     | Same as the other question. The canby Aurora area on highway is crazy at rush hour  |
| 1     | Same as two.  |
| 1     | Same reason   |
| 1     | Same reason as above, AND this land is not suitable for future industrial development, due to its topography.   |
| 1     | Same reason, stop urban creep   |
| 1     | Same reason. If it won't be developed now, why spend the time and energy changing the designation? It's nice to keep the county feel.   |
| 1     | Same reasoning  |
| 1     | Same reasoning as before...   |
| 1     | Same reason as stated earlier   |
| 1     | See #2.   |
| 1     | See above.  |
| 1     | See answer to question # 5,   |
| 1     | See below.  |
| 1     | See previous answer   |
| 1     | See previous comment.   |
| 1     | Smart planning in areas already designated as urban, along with urban renewal, should offset need for this land within the 40 year time-frame under consideration.  |
| 1     | Strongly believe these land must stay in reserve.   |
| 1     | Strongly disagree!!   |

**Count Response**

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1 The County should be considering the long-term value of high-value farmland. A significant amount of the land proposed for reconsideration as employment land is high-value farmland, an irreplaceable natural resource.

1 The area east of Canby is adjacent to a registered private airstrip, Dietz Air Park OR40. Any development in this area needs to conform to the Clackamas County Zoning and Development Ordinance for private use airports, which implements Oregon Revised Statutes (ORS) 836.600 through 836.630 as relates to private use airports. This section provides continued operation of private use airports and reduces the potential for safety hazards for property and persons on lands near the airport.

1 The area east of Canby as described in the Rural Reserves Review of June, 2016 is adjacent to an active, state-registered private airstrip, Dietz Air Park, OR40. Any development in this area needs to conform to Section 712 of the Clackamas County Zoning and Development Ordinance for private use airports, which implements Oregon Revised Statutes (ORS) 836.600 through 836.630 as relates to private use airports. This section provides for the continued operation of private use airports and reduces the potential for safety hazards for property and for persons on lands near the airport. Tall structures and dense residential neighborhoods beneath the airport overlay zone and imaginary surfaces and that conflict with current approach and departure routes create a safety risk both to air navigation and to people on the ground.

1 The area east of Canby as described in the Rural Reserves Review of June, 2016 is adjacent to an active, state-registered private airstrip, Dietz Air Park, OR40. Any development in this area needs to conform to Section 712 of the Clackamas County Zoning and Development Ordinance for private use airports, which implements Oregon Revised Statutes (ORS) 836.600 through 836.630 as relates to private use airports. This section provides for the continued operation of private use airports and reduces the potential for safety hazards for property and for persons on lands near the airport. Tall structures and dense residential neighborhoods beneath the airport overlay zone and imaginary surfaces create a safety risk both to air navigation and to people on the ground.

1 The area east of Canby as described in the Rural Reserves Review of June, 2016 is adjacent to an active, state-registered private airstrip, Dietz Air Park, OR40. Any development in this area needs to conform to Section 712 of the Clackamas County Zoning and Development Ordinance for private use airports, which implements Oregon Revised Statutes (ORS) 836.600 through 836.630 as relates to private use airports. This section provides for the continued operation of private use airports and reduces the potential for safety hazards for property and for persons on lands near the airport. Tall structures and dense residential neighborhoods beneath the airport overlay zone and imaginary surfaces create a safety risk both to air navigation and to people on the ground. Industrial development adjacent to Dietz Airpark would also adversely impact the residents' property values. This is a unique Clackamas County neighborhood, and should be preserved for future generations by preserving the farmla

1 The area east of Canby borders a State registered airpark (Dietz Air Park, OR40). I highly recommend you contact the FAA in regards to airport safety overlays. Also, Clackamas County has an ordinance in Section 712 of the Clackamas County Zoning and Development Ordinance that references the use of airports. It protects the airport from potential safety hazards like tall buildings, residential neighborhoods and tall agricultural crops from effecting the safe operation of the aircraft operating out of the airport.

1 The area is a logical extension of the City of Canby.

1 The areas adjacent to and north of Dietz Airpark should be left as rural reserve to best conform to the protective aspects of Section 712 of the Clackamas County Zoning and Development Ordinance for private use airports. Industrial structures and or dense residential neighborhoods beneath the airport overlay zone and imaginary surfaces create a safety risk both to air navigation and to people on the ground.

**Count Response**

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- 1 The land proposed for withdrawal from rural reserve is Sustainable Foundation Farmland qualifying for rural reserve protection and should remain as such. The county has sufficient other properties to guarantee the future of Clackamas County.
- 1 The property directly east of Blount road is an important wetlands area and provides refuge for tens of thousands of geese during the migration season. These kinds of "stop overs" for migrating wildlife are becoming extremely rare. There is a private airport just south of Township in the property being considered. Any development to the north or south of this airport would be considerably limited by having to conform to the state and county regulations regarding private use airports. Considering the complications inherent this 400 acres, it would be in the county's best interest to find another property to consider for this purpose.
- 1 The region went through a long and careful reserve process and court review; this current process isn't even known by the public and is unfair to those who believed in the assurances of the last process. The county is providing no opposition as employment land is wasted such as for residential land in Oregon City; this land could be diverted from employment and wasted too.
- 1 The soil in that area is prime soil, similar to Canby sand in the NW area of town. There is an existing airport just south of this area that has airport zoning already in place
- 1 The traffic here is already terrible. It frequently takes me 45 minutes to an hour to get home from work in Tigard (right next to I-5) - and that's leaving at 4:00. Development needs to wait until we have a solution to the traffic problems.
- 1 The traffic is bad enough already without taking these protections off. Someone will find a way to urbanize it regardless of the vague new designation being planned.
- 1 The unique richness of this agriculture land needs to be preserved - especially if growth occurs as predicted.
- 1 There are already a few small housing developments in that area, so it seems like a logical direction for Canby to grow.
- 1 There are plenty of unleased business spaces available now. The growth is going leave our grandchildren with no understanding of preserving our rural areas. There is no infrastructure plan in place but raising property tax which are already extremely high. Think of current residents not trying to infuse area with every inch of open space developed. Extremely fast growth also means a hard fall open your eyes and remember history that is being repeated.
- 1 There have not been such significant changes to the County to justify changing the results of the rigorous process that designated this area rural reserve.
- 1 There is already enough development
- 1 There is plenty of industrial land within the urban growth boundary. Metro says we need and already have 6000 acres in the ugb which takes care of the next 20 years.
- 1 There is plenty of vacant industrial and commercial property available or sitting idle in Canby already (directly adjacent to the proposed area). In 10+ years they haven't been able to fill what they have, why expand it more? Leave the farmland.
- 1 There should be less development and more natural areas
- 1 There was a reason the area was designated rural reserve. The decision should be respected.

**Count    Response**

- 1        These several members of the Clackamas County Board of county commissioners and their fraudulent claim of a "need" for "employment lands" have ZERO regard for the will of the constituents they claim to represent and are selfishly acting for their own benefit, catering to a small group of land-speculators who want the public to underwrite their costs so they can personally reap the profits at the expense of neighbors and their quality of life, a quality of life that us neighbors have a reasonable expectation of based on the 2010 French Prairie Rural Reserve designation that resulted in a 2 year public input process. In addition, unemployment today in July 2016 is drastically lower than it was in 2010 so this sense of urgency for the "need" for "employment lands" is a complete and outright lie!!! The only sense of urgency is from these greedy developed who have a total and complete disregard for anything except their own bottom line, much like these county commissioners and their nefari
- 1        This action takes our state in a negative direction, our agricultural lands are important and necessary.
- 1        This area is geographically close to established traffic patterns and infrastructure.
- 1        This area seems able to absorb more traffic, so from my point of view, it is unclear if this is in the best interests of both the County and local residents. The Urban Growth Boundary model is specifically intended to create more density within the boundary, and there is no density to speak of in Canby.
- 1        This area should be developed.
- 1        This area south of Oregon City provides a buffer between urban and rural areas, for the benefit of area residents. Rural and urban dwellers benefit from the local produce grown on these lands, livestock kept on these lands, and the buffering the lands provide for wildlife which will reach into urban areas as urban encroachment continues onto agricultural and wild lands. Removing protections which current keep these lands from being eyed for development will ultimately result in increased development, increasing demands on already struggling infrastructure, including roadways and bridges which are reportedly under kept and sized as it is.
- 1        This designation was set up by very wise people, backed up by the court, and rejected by the population on MANY occasions.
- 1        This is a great example of how Canby has been allowed to take good farm ground and cover it with city streets and houses. We have to realize that taking good farm ground from production cost us all due to increased costs of production on lesser quality soils.
- 1        This is excellent ag. property and should not be allowed for industrial or residential zoning
- 1        This is excellent farm land
- 1        This is farmland and has to be reserved for future agricultural needs. The whole Metro area including Clackamas County can not continue to depend on imported food. We have the capacity to feed our people, there just isn't the forethought by certain members of the commission.
- 1        This is high value farmland. There are other areas that have a different soil type that would be preferable to include. Maybe we need to remember that we need farmland to produce food and to fit into the county's plan for farm-to-table.
- 1        This is prime farm land. It should not be occupied by industry, etc. and more paved black tops or homes.
- 1        This is prime foundation agricultural land with existing ag industry on it.

| Count | Response  |
|-------|---|
| 1     | This is rural farmland base which should be preserved.  |
| 1     | This land is needed as agricultural land first and foremost. Don't compromise the future!   |
| 1     | This land should be reserved for agricultural use.  |
| 1     | This seems a logical extension of an already developed area   |
| 1     | To eliminate lands associated with Dietz Airpark south of Township Rd. and to eliminate lands North of Township Rd. for at least 1/4 mile North to consider flight safety and public safety in regards to Dietz Airpark flight safety operations for example the FAA has regulations pertaining to 1) Object Free Areas, 2) Runway Protection Zones, and 3) And height limitations. |
| 1     | Too much development  |
| 1     | Too much in used. Commercial land already   |
| 1     | Too much traffic; plenty of land available in UGB; quality of life  |
| 1     | Traffic and congestion and marijuana growing operations   |
| 1     | Traffic concerns  |
| 1     | Traffic congestion @ Carson is already intolerable!   |
| 1     | Traffic is already bad enough on I5. It's one of the biggest reasons traffic backs up in town! Are we going to build more bridges, too???   |
| 1     | Traffic is already hectic.  |
| 1     | Traffic on i5   |
| 1     | Traffic!  |
| 1     | Unnecessary   |
| 1     | Unrestricted growth is dramatically changing the area for the worst and only benefits developers who have no interest in the long term future. Increased traffic, loss of farmland, loss of wildlife habitat are to be avoided.   |
| 1     | Unsure.   |
| 1     | We are losing farm land right and left. Who will grow our produce and meat?? China??  |
| 1     | We do not want more traffic or business parks in our community. Wilsonville is attractive to homeowners bc of the protected nature that surrounds it.   |
| 1     | We don't need anymore industrial. Leave it alone.   |
| 1     | We haven't infilled the area we have and have no good plans to handle extra traffic over the Willamette river.  |
| 1     | We need it and it makes sense.  |

| Count | Response  |
|-------|---|
| 1     | We need to keep our farm land!  |
| 1     | We need to keep the areas rural, or soon there will be none left. Not to mention the added traffic concerns.  |
| 1     | We need to preserve farmland.   |
| 1     | We should develop the thousands of acres already designated for industrial development before changes this area's designation.  |
| 1     | What kind of infrastructure will be put in place to handle the development of this area?  |
| 1     | While it may be an efficient area to expand services to, it is an inappropriate use of good farmland.   |
| 1     | While the immediate area has acceptable infrastructure to accommodate development, this will put undue stress on Arndt Road, 551, and Boone Bridge when these additional people desire to venture to Portland.  |
| 1     | Who is `wanting to rape the will of the people? They are certainly not motivated for any other reason than personal financial gain. People choose to designate French Prairie as a Rural Reserve. The quality of life for present residents in the area would be destroyed if our French Prarie Rural Reserve becomes commercialized. New residents are coming to our area to find beauty in nature and avoid the hub-bub of commercialized atmosphere. Please support the French Prarie Reserve designation.                                   |
| 1     | Why encourage more sprawl. Density/mixed-use/in-fill are the best solutions.....not endless gobbling up of rural, open lands.   |
| 1     | Your taking all the farm lands all the trees and openess. The beauty is dissapearing to put in housing and make the county rich. The county doesn't do anything to help the residents   |
| 1     | [also checked off "I don't know"]   |
| 1     | [for both Canby and Wilsonville] Both are good <u> farmland</u> and could raise produce for local markets.  |
| 1     | [for both Springwater Road and Canby] 2 years to reach the decision Re: Rural Reserves pulls thousands of dollars and man hours says the rural reserve is the best use of this valuable farm/agricultural land.   |
| 1     | [pointed at somewhat disagree] wet lands/lake??   |
| 1     | ditto above: Besides the obvious ag industry jobs that will be lost and fact that adding industrial land at the far south end of Clackamas county will provide jobs for Marion county residents and not Clackamas. This area is some of the best farm land. To me it is a matter of homeland security. If we lose the ability to feed ourselves we will become dependent on other countries. We can find alternative energy sources to be less dependent on foreign oil but there is no way to create new prime farmland once it is paved over. |
| 1     | i am not aware of this area   |
| 1     | keep it rural   |
| 1     | keep natural areas  |
| 1     | same as 3   |

**Count    Response**

1        see above

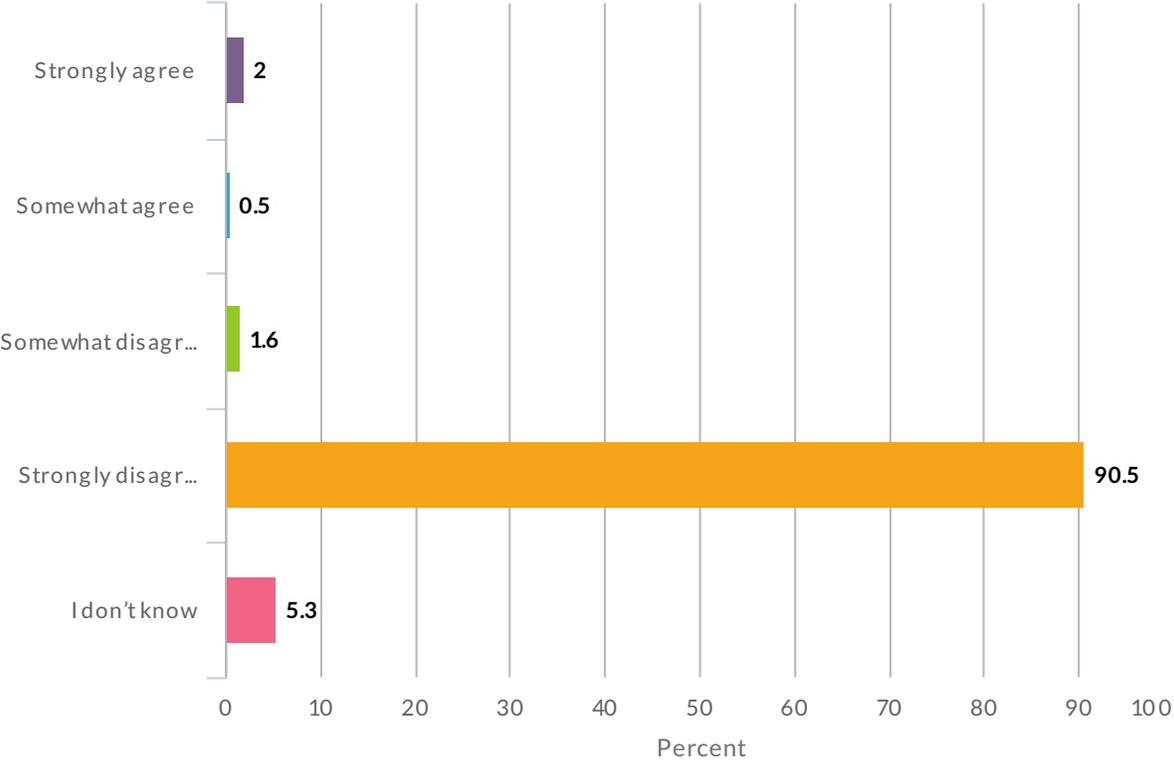
1        there is no such thing as rural reserve -

1        traffic in this plane generally would flow towards Oregon City, less chance of impacting the Boone Bridge-I5 area. protect the environment/rivers and streams adequately and I would be ok with this one.

1        traffic to I-5, south of Wilsonville is already heavy and backed up on Arndt Rd onto Hwy 551. I-5 at South Wilsonville needs to be fixed first

1        undermines planned industrial areas

6. Given the changes that have occurred in Clackamas County and the region, it is appropriate to remove the rural reserve designation from this area: (mobile users - please rotate device horizontally)South of Wilsonville Area



| Value             | Percent | Count      |
|-------------------|---------|------------|
| Strongly agree    | 2.0%    | 11         |
| Somewhat agree    | 0.5%    | 3          |
| Somewhat disagree | 1.6%    | 9          |
| Strongly disagree | 90.5%   | 498        |
| I don't know      | 5.3%    | 29         |
| <b>Total</b>      |         | <b>550</b> |

## 7. Please provide your reasons for your answer to question 5.

| Count | Response   |
|-------|--|
| 3     | Traffic  |
| 2     | 1. I-5 and the Boone Bridge are already at capacity. Development south of the river will only make it worse. 2. Prime agricultural land will be lost. 3. The proposal only addresses industrial development. There is no consideration of quality of life of the several thousand people living nearby. 4. We don't need more land for development. We need to develop the land already designated for industrial development.   |
| 1     | Hearings will be held in the future, that would be appropriate consideration then. In any event, the Langdon Farms area is not suitable for further development. Traffic and density will not permit further development.  |
| 1     | Same as before.  |
| 1     | #1 & 2 no comments #3 The infrastructure is vastly insufficient to handle the traffic, water use etc. The expense of connecting such would be close to impossible to fund. The traffic would overwhelm the rural nature of an area - the reason we chose to live where we do. Travel on I5 is gridlocked now.  |
| 1     | (a) This issue has been studied and restudied and concluded by 7 state agencies that land south of the Willamette River be protected as a rural reserve. (b) There is hazardous congestion in the Wilsonville area and adding industrial development south of the river would only add to the congestion and resulting accidents. (c) There are 10 times the number of acres in the 3 county metro area available for development, so why eat up farmland that is suited to growing crops to feed those in need?   |
| 1     | - 8000+ acres of buildable land north of Wilsonville already available and begging for occupancy! - Boone Bridge "Pinch" is already cause of miles of bumper to bumper congestion - and no solution in sight? Why make it worse? Don't make an unreasonable decision when no need - an accident waiting to happen!! - Talk about existing - highly profitable - agricultural land south of the bridge! Farmers haul "huge" investments in nursery development - what about their investments? Why do land hungry developers get special attention. They have nothing to lose? The land south of Wilsonville is now the center of the landscape nursery industry in the U.S. - why change that??? |
| 1     | 1) 8000 Acres of Industrial Land Already Available; 2) Adverse Transportation Impacts 3) Removes Prime Farmland from Agriculture Base 4) Land is Better Used to make Food and other Agricultural Projects  |
| 1     | 1. We need to protect our the wildlife that this area supports. 2. The government has not provide an adequate highway infrastructure to deal with the traffic we have now, add the amount of cars and trucks that this proposal will produce and I-5 and I-205 will become parking lots. If ai wanted that much traffic I would have moved to Beaverton. 3. Wilsonville is a rural community, that is why I moved here. Please keep it that way.   |
| 1     | 1. land south of the Willamette is best preserved as farm land for now and the future. 2. Ample space is available within the current urban growth boundary, especially when considering land currently developed, but under utilized. That land can be re-developed rather than sit vacant. 3. Traffic at this part of I-5 is already too heavy. 4. Extension of urban services to serve the area would be costly, and if allowed, should not be funded by anyone other than the properties proposed to be re-designated.   |

**Count    Response**

- 1        1. I do not want prime agricultural land to be taken away by greedy developers. The French Prairie area is extremely valuable for the Oregon economy [...] 2. There has been a long public process that has established rural reserves, and this process should be respected. 3. The infrastructure is not in place to support development. 4. Several thousand other acres are available for development - use them first. 5. Traffic problem of Boone Bridge is already horrendous - we don't need more.
- 1        1. Increase in traffic issues a. The bridge b. Charbonneau cutoff 2. Noise could increase 3. Cost of road changes 4. Keep out land speculators
- 1        1. Loss of foundational farm land 2. No provision for additional traffic on I-5 3. I-5 cannot have lanes added by county 4. This has been decided by the OBG[?] - you are not honoring that agreement. 5. Develop lands that are already designated as industrial land. East is infrastructure to develop.
- 1        1. More people, more businesses = more traffic and use of existing resources. 2. Cost 3. I moved to Wilsonville because of its size and surrounding rural areas. It would open the door to development from Wilsonville to Salem. 4. Save our agricultural lands.
- 1        1. ODOT has stated I-5 and the Boone Bridge are at maximum traffic capacity. There is no way we should add even more traffic in this area. 2. John Ludlow and Tootie Smith have enjoyed generous campaign funding from the Maletis brothers. I believe it's a conflict of interest for Mr. Ludlow, whose a realtor (or owns a realty company) to push for this. He only stands to gain financially from the change of this rural reserve designation. 3. Metro has thoroughly researched this designation. This is what Metro has recommended for this valuable farm land. There's already plenty of employment land available in Clackamas County. Make this stop! No more [underlined] wasted time and money.
- 1        1. There is plenty of land available in other parts of Clackamas County, closer to commercial areas. 2. There is no reason to destroy prime agricultural land which already employs people. 3. Traffic is already a giant problem through Wilsonville on I-5 South and over the I-5 bridge. Adding big truck traffic will further destroy I-5 and our access roads. 4. The designation of commercial land use will decrease the value of residential property and greatly (negatively) affect the quality of air [underlined] and sound levels, and life in general.
- 1        1. There is plenty of land available in other parts of Clackamas County. 2. There is no [underlined] reason to destroy prime agricultural land which is employing people. 3. Traffic is already a giant [underlined] problem through Wilsonville and going over the I-5 bridge. Adding big truck traffic will destroy I-5 and our access roads. 4. The designation of commercial real estate will decrease the value of residential properties.
- 1        1. These lands have already been designated Rural Res w/no dev for 50 yrs - NO exceptions. This is an exception and is out of order. 2. There is nothing supporting us, in teh future, from moving from Rural Res to Urban Res. w/o this intermediary step. This step is patently designed to avoid that "higher bar" that Urban Res would require. We want that higher bar. 3. There are many issues other than employment and dev that must be considered in choosing areas to develop. None of these were considered. 4. Solve the problems we have [underlined] before creating more!
- 1        1. This is the best farming land in Oregon! Preserve it. 2. There are more than 8,000 acres of industrial employment land sitting idle - develop it before removing the best farm lands & impacting an area difficult to service with infrastructure. 3. The infrastructure costs in the Boone Bridge and I-5 changes alone, much less utilities will be huge (!). We all know an estimate of \$600 million is probably low after inflation, plan changes and the inevitable miscalculations of estimates. 4. The impact of such industrial development on local traffic & the environment, much less the detrimental effect such changes would have on neighboring residential areas in the Prairie View/Lawn View Dr. neighborhoods, plus all of Charbonneau, will have both a negative property value & cultural impact. 5. This area has already had more than 2 years of public process & study to reach the present designations. 6. The land speculation of Langdon Farms purchase was just that, a business speculation b

**Count    Response**

|   |   |
|---|---|
| 1 | 1. Water Quality 2. Taxes 3. Roads/Police/Fire 4. congestion 5. Others areas are available [available]  |
| 1 | 1. Why do we need more jobs in these communities? 2. Every job brings about four more people. 3. I-5 and the rural roads in the area suggested for development area already gridlocked for much of every day[underlined]. 4. The only thing I can think of to support more development is money![underlined] 5. Thinking like this has ruined[underlined] much of California. 6. Do you want to Californicate Oregon?!  |
| 1 | 1.) Oregon's best agricultural lands should be preserved. 2.) There was a thorough, 2-year public process culminating in 2010 important designation of French Prairie "foundation farmland", as Rural Reserve. This process should not be overturned. 3.) COSTS - Astronomical infrastructure costs relating to I-5, the Willamette River and Boone Bridge. ODOT estimates the price tag at "over \$500 million". 4.) CONGESTION - ODOT has already stated that the south metro corridor and Boone Bridge are reaching maximum capacity. 5.) POOR LOCATION - Wilsonville is already focusing on developing employment lands at the north end of Wilsonville, near Coffee Creek Industrial area and Basalt Creek area. |
| 1 | 1. There are other available reserves in the region that are already designated for industrial development that need the investment. 2. French Prairie land is too valuable as an agricultural resource to waste on any other purpose. 3. Boone Bridge cannot handle the increase in traffic this development would produce. 4. Even limited development into French Prairie along I-5 would open the door to further development to the south. 5. Neither Wilsonville nor Canby has any plans, interest, or capacity to provide infrastructure to the areas proposed.  |
| 1 | 1. we need to protect our farmland. 2. Additional Industrial sites are not needed. 3. Boone Bridge capacity and high cost for improvements. 4. Additional traffic on I-5  |
| 1 | 50 years was the original intent. Just because People are greedy doesn't create need for development. Maintain original intent  |
| 1 | A need for longterm employment land can be compatible with rural reserve designation. Agriculture in the Willamette Valley is an important and constant source of jobs and employment. We have this choice now to make a beautiful decision, preserving land for the future. Or we can continue to cover land with concrete, and say it has to be done.   |
| 1 | Absolutely not! This area needs to be preserved. Traffic is already so horrendous that I can't leave my house at certain times of the day to drive on roads I pay through the nose on with taxes. I do not support anymore growth anywhere near Wilsonville. I moved here in 1996 and it breaks my heart to see all the negative changes happening in this area. We all moved here for a reason, lets protect it...   |
| 1 | Absolutely not.   |
| 1 | Adequate land is already available for ind. development I-5 traffic situation must be resolved before any other changes are feasible. Wilsonville is the "top" for industrial development now. So why try to push this removal of "rural reserve", City of Wilsonville employment is currently doing very well [underlined]   |
| 1 | After all the time and effort that went into determining that these properties should be rural reserve, it is inconceivable to me that these are the only places in all of Clackamas County that are available for development. To develop south of the Willamette would open up a Pandora's box by allowing development of prime farm land. No need to develop where there is no infrastructure such as south of Wilsonville.  |
| 1 | After attending the open house in Wilsonville it became abundantly clear from the concern citizens that it is a bad idea to remove the rural reserve from this area on so many levels.  |
| 1 | Again, land is available for development in CC and the traffic impacts to I5 would be intolerable.  |

**Count    Response**

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1            Again, this is prime farmland.

1            Air pollution. Noise pollution. Loss of premium farmland close to urban markets - more and more young farmers are trying to do organic farming to help all of us in the future. Boone Bridge can't handle additional traffic. I-5 can't handle any more trucks. Not needed. 8000 acres already available for jobs growth. Doubt warehousing would provide much jobs growth.

1            All of these properties are excellent AG properties and should be farmed, and not to provide housing and higher tax dollars and homes for people who do not appreciate the country and farming.

1            All of your posters were biased[double underline] in favor of development. "providing flexibility for future employment lands" Give us a break! Ludlow & Smith should represent the people here - NOT developers!

1            All[underlined] residents of Clackamas County need food and water. These are essential more than land for warehouses and box stores. The county needs to focus on training and education for future workers. We have no idea what employment will look like in the future. Once again, this is a scheme to privatize the benefits and socialize the costs. Quit wasting taxpayers money on "the fools' errand"

1            Allowing more intense uses of the land south of Wilsonville 1) taxes transportation infrastructure (particularly the already very busy Boone Bridge) to an unreasonable extent; 2) is unnecessary given the abundance of unused industrial land already available in the region; 3) unduly rewards short term land speculators who may wish to profit unfairly from largely public investments.

1            Already have major I-5 traffic problems

1            Already heavy traffic congestion on I-5 would cause a major impact on Marion County residents. This negatively affects smaller communities south of this land who don't have the ability to provide growth infrastructure.

1            Am not convinced of the necessity & want NO FURTHER traffic/truck congestion to the area.

1            As a resident near Charbonneau it seems best to leave be for now! In consideration of present I-5 Traffic! New bridge, etc.

1            As neighbors to this property, we strongly disagree that this zoning should be changed. It would highly impact our streets, property value, noise levels etc. This is another play by the Maletis brothers to make money at the expense of those of us in the adjoining community. We are also appalled that the county chair has accepted funding from this same group A definite conflict of interest. We will be working to see that he is not re elected!

1            As stated above, plus the I-5 corridor system cannot handle additional capacity that would ensue. I do not want this, no one wants this except developers, and we have clearly stated this position over and over and over. Quit asking!

1            As the previous government individuals agreed we need to protect the area south of the Willamette River as a Rural Reserve. It was a mistake to allow Charbonneau and the other subdivisions in the first place. Don't expand the destruction of the area with more "future" development and the removal of more agricultural ground from production.

1            Aside from the value of this land as farmland, where will services come from? No nearby municipalities are interested in or capable of supplying services. I-5 is already congested and massive costs are involved with widening it especially widening the Boone Bridge. This is a very poor idea for so many reasons and is an obvious ploy to pay back political donors who knew what they were buying when they purchased the land.

**Count    Response**

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- 1        Because Rural Reserves were defined as being areas, usually prime farmland, that are protected with certainty. These areas chosen are on prime farmland. We need them for food production. The County does not need more employment in the west part of County [underlined]. Wilsonville businesses suck in huge numbers of Washington and Multnomah Counties residents daily. The jobs are needed in the East County.
- 1        Because were promised long ago that the land would be preserved in the natural state for 50 years - that hasn't happen
- 1        Boom bridge at interstate 5 cannot handle current volume out of clackamas county to Wilsonville. No water or sear service outside of charbono area. Roads are already packed. North Marion county already designated farm land
- 1        Boone Bridge is already at capacity, and I-5 traffic in the Wilsonville area is already tremendous. Especially at rush hour. Further development would only make the situation worse.
- 1        Boone Bridge. Valuable Farmland Loss.
- 1        Boones Bridge does not have enough capacity now. We don't need jobs in this area.
- 1        Bridge across Willamette will not tolerate this kind of expansion
- 1        By any reasonable logic this proposal is not[underlined] necessary.
- 1        CANBY AREA SEEMS REASONABLE WILSONVILL AREA DOESN'T MAKE SENSE IF THE GOAL IS JOBS FOR CLACKAMAS COUNTY AS IT WILL DRAW WORKERS FROM WASH CO & MARION CO. - LEAVE IT ALONE SPRINGWATER IS IFFY BECAUSE OF BRIDGE
- 1        Carry time soon not good enough. 10-20-50 years.
- 1        Concern about "creep" in the process. Want to maintain livability in our area.
- 1        Conditions have NOT changed in Clackamah County for the need to preserve the "Rural Reserve" designation for agricultural land in French Prairie. This was agreed upon in about 2010 by Clackamah county, Metro and the City of Wilsonville after a two year input study. OUR VALUES ARE STILL THE SAME: high quality farm land must be preserved to feed the Portland area and beyond. In case of a disaster, feeding people beyond our state's borders may be necessary. Revenue from agriculture in the French Prairie is also an important contributor to the state's economy. To cover our high value soil with asphalt would be a reckless act for us now and for future generations. As for the buildible space certain county commissioners claim they need, they should use the use the available land already within the UGB in all three Metro counties. The cost of supplying the necessary services (water, sewer, gas, electricity, etc.) to new construction would be much less than on rural agricultural lan
- 1        Congestion
- 1        Congestion, traffic, lifestyle
- 1        Cost of development of this area is prohibitive.
- 1        County should not change any of the three rural reserves maps and cause the reserves process, applying the factors etc. to start all over again. Reach an agreement around Stafford or/and decide to just go ahead with Metro. Deal with industrial land needs later.

| Count | Response   |
|-------|--|
| 1     | Current infrastructure can't handle ANY of the past construction. Hence, it certainly cannot handle ANY more without significant, huge systems built   |
| 1     | Develop area currently under proper designation. Do not change because a few people want to make money!  |
| 1     | Develop the reserves already designated, south of Wilsonville is not appropriate for this use... lacks infrastructure. We want quality of life in Oregon, not a California-type sprawl.  |
| 1     | Development along this corridors just stretches charbonneau further south and increases already gridlocked traffic.  |
| 1     | Development of this land would result in impossible traffic conditions, forcing extreme expenditures to replace infrastructure.  |
| 1     | Development would result in more traffic over the Boone's Ferry bridge, area is in the flight path of the Aurora airport   |
| 1     | Ditto  |
| 1     | Do not feel a need for more industry which always affects livability.  |
| 1     | Don't need more commercial space. Leave it as is   |
| 1     | Enough employment area already designated for next few decades. Make any needed changes in 2031. Impact on traffic with anymore development not sustainable.   |
| 1     | Everyone knows that the golf course owners want to change this area so they make more money and get the citizens to help pay for it. The freeway access would become a nightmare and to change that would cost big tax payer money. No thanks. Please don't screw up our rural area home.  |
| 1     | Expansion of the Rural Reserve beyond the river set a precedent for further expansion south towards Salem. Farming would be gradually reduced.   |
| 1     | Farm land needs to be preserved for future generations - And traffic... please no more <u>          </u> on the Boone Bridge - it's already overtaxed!! Build another Bridge first to handle the additional traffic.   |
| 1     | Farm land needs to be preserved. Develop the idle industrial lands before adding more. I-5 and Boone Bridge traffic is already extremely congested.  |
| 1     | First the land proposed for withdrawal from rural reserve qualify for rural reserve protection and should remain as such. Secondly, the property is remote to services required to support employment. Other properties represent the future of Clackamas County without the significant burden on the taxpayers of providing services. The original study and community input to the reserve designations was inclusive and followed the law. Too many of the proposed properties are in the hands of those who contributed to the County Commissioners to make this an unbiased process. |
| 1     | For several years this has been debated and settled. The only reason this issue continues to be revisited appears to be the close personal and financial ties to the Maletis brothers of Ludlow and T. Smith and Savas. With no acknowledgement of the hundreds of acres in Washington and Multnomah County, as well as Clackamas designated "URBAN" and sitting untouched!  |
| 1     | Freeway TRAFFIC  |

**Count    Response**

|   |  |
|---|--|
| 1 | Freeway congestion concerns - Willamette river bridge! Need for more roads, schools, other infrastructure to be paid for by current residents  |
| 1 | French Prairie is some of the best farmland in the U.S.  |
| 1 | Further development in this area will effect our farming area.   |
| 1 | Gateway area to planned French Prairie historic tourism areas, open space, northbound expansion of French Prairie Rest Area, agricultural heritage area. Current golf course is compatible with future tourism goals and Charbonneau and Aurora residential investments.   |
| 1 | Gin...traffic  |
| 1 | Greed - "M" Politicians and pocket money TRAFFIC Bridge Disrupt quality of rural life To many people To many car lots Don't believe what you say! Stupid meeting   |
| 1 | Growing population and development near reserved land makes it even more important to keep the land in reserve.  |
| 1 | Have you driven the off ramp at Miley Road at 5PM? Compare that to the Aurora off ramp at any hour. See what a difference the many trucks make! Now the property that the Maletis brothers inherited[underlined] will add to the truck traffic to the part that hundreds of homes in Charbonneau will drastically lose value!  |
| 1 | Have you ever considered checkerboarding? Industry today isn't like the industry of the early 20th century. Oops, I meant "Employment". You may get more positive response when people aren't looking at wholesale destruction of their beloved quarter.   |
| 1 | Huge area! Way to o big! Too much impact to roads and farmland! Not to mention schools.  |
| 1 | Huge impact to City of Wilsonville infrastructure and traffic on Boone Bridge and I-5  |
| 1 | I BELIEVE THERE IS ENOUGH LAND FOR DEVELOPMENT DO NOT [heavily underlined] NEED TO PULL FARM LAND FROM THE RURAL RESERVE   |
| 1 | I agree with the City of Wilsonville to support continued protection of the French Prairie Rural Reserve. 1. Preserve the farmland and economy of French Prairie, Oregon's best agricultural lands. 2. Our region has more than 8,000 acres of industrial employment lands just sitting idle – develop what we already have. 3. Developing south of the Willamette River will cost at least \$600 million for new roads alone and make traffic on I-5/Boone Bridge area much more congested. 4. Don't reward land-speculators who want the public to underwrite their costs, so they can personally reap the profits. 5. Respect the thorough, two-year-long public-process that produced both urban and rural reserves, by committing to those designations and providing certainty for investment. Furthermore the metro area is at risk of losing priceless rural lands, which can never be restored. |
| 1 | I am not a Wilsonville resident and have no comment  |
| 1 | I am not aware of this area  |
| 1 | I am not well acquainted with the 3rd area - but it also appears on the map to be near highways.   |

**Count    Response**

1        I am strongly opposed to changing the land use designations of these three areas, especially the land south of Wilsonville. There are thousands of acres of land designated for industrial development that are not being utilized. Develop these areas first. Also, development of the land south of Wilsonville would cause an increase in the already congested traffic across the Boones Bridge. Millions of dollars would be needed for new roads as well. We do not need to develop high value farmland when we have industrial sites sitting idle.

1        I appreciate keeping land undeveloped to preserve the beauty and quality of life in this area. Without plans to first correct our existing traffic issues, I cannot support the decision to approve more land for potential urban development.

1        I believe it's important to preserve high quality farmland for farming. The people who are pushing for development knew the area was zoned for farming when they bought the property, so they aren't being harmed by continuation of rural reserve designation for the area. Additionally, traffic volume is already a problem without adding to it. And according to what I've read, Wilsonville is expanding into other areas that will meet the needs of current and future businesses.

1        I believe that development should occur in the Stafford area first. Development should avoid additional burdens on the Boone Bridge until that bridge has more capacity. Of the 3 areas proposed for removing the rural reserve designation I would most favor Springwater because of its distance from I-5 and its access to I-205. Its farmland is less important than the farmland in the other areas under consideration.

1        I believe that there is enough existing urban reserves in the county we can develop that are already properly designated and within the UGB. AND French Prairie is some of the richest soil in Oregon, according to 2 reports I have read. Keeping it rural reserves is therefore wise and prudent.

1        I do not appreciate Clackamas County's effort to undermine farmland preservation for a few special interests. I want to speak up to preserve such excellent farmland. "A significant amount of the land proposed for reconsideration as employment land is high-value farmland, an irreplaceable natural resource."

1        I don't believe that this change will benefit our future.

1        I don't want higher traffic and pollution in this area.

1        I don't want more traffic.

1        I don't want to see the designation change nor that area considered for development. Animals, habitat, balanced ecosystems. The earth needs green spaces. I need green spaces!

1        I like the way we are here - and have lived here well over 20 years.

1        I live across the street from the Langdon Farms Golf Course and am totally opposed to this development. How many times do we have to say NO! This development is unneeded, unwanted and there is no infrastructure to support it!. The traffic on the Boone Bridge and Airport Road is already horrendous, with no fix in sight. The quality of our neighborhood has already been degraded

1        I live in Charbonneau. We have enough traffic in our area and on our freeways. Leave it to be a golf course as it is lovely to look at. It's also home to a lot of nursery growers and other such related businesses. No to any other development in this area especially. Traffic is bad enough approaching Wilsonville on I-5.

**Count    Response**

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- 1        I live in this area. I live in Marion County. Our schools, roads, community, farming, lifestyle would be highly impacted with NO real benefit to us. We would get none of the taxes. This is some of the best farmland in the nation, to use it for this proposed purpose is ludicrous. I-5, the Hubbard Cut-off and Airport Rd are already stressed. Increasing traffic flow to this area makes no sense. Please think again before this is decided.
- 1        I live on Denbrook Rd. in a zoned strict Ag. This is prime farmland that has been here 100 years. I live in a 102 year old house with a 104 year old barn. It seems there are other undesignated areas that are being underutilized currently.
- 1        I strongly believe in preserving our rural reserve designation. My primary concern is the area south of Wilsonville. It would be a travesty to ruin this area providing prime farmland. Speaking for myself and my entire community, we will not allow this to happen.
- 1        I strongly oppose removing protection of the French Prairie Rural Reserve.
- 1        I support retaining the Rural Reserve designation for the land south of Wilsonville. Keep it rural!
- 1        I support the original 2010 French Prairie "Rural Reserve" designation. I oppose efforts to overturn a thorough, two-year-long public-input process that resulted in reserves agreements with Clackamas County, Metro and the City of Wilsonville to protect the high-value farmlands of French Prairie.
- 1        I think an adequate supply of industrial land is currently available in Clack. County and throughout the region. A thorough process established the current urban and rural reserves and I don't think Clack. County should be trying to reverse that process. Beginning to open those lands to development undermines present activities in Wilsonville and elsewhere in the county to bring "employment lands" into use. And so, this is therefore a huge waste of time and taxpayer dollars!
- 1        I thought the Wilsonville south rural reserve was a settled issue! The river creates a natural urban growth boundary. It is rural in character (ag land) and due to transportation infrastructure the avenue of inappropriate for development.
- 1        I want it to remain Rural. This property was designated Rural Reserve. We don't need more trucks impacting Hwy 50.
- 1        I'm against removing the designation of rural reserve in Wilsonville (south) because: - Traffic on I-5 S between 2 and 6 pm, particularly near I-217 and I-205 interchanges, and north of Wilsonville - Desire to keep rural lands near Wilsonville - Desire to increase density in this existing UGB - Lack of infrastructure; e.g. Boone Bridge, no other major roads, etc.
- 1        I'm interested in the area south. I strongly oppose this idea for rural reserves. The infrastructure is already horrid and it would make driving to tally a grid lock unless tons of money was raised to fix roads. The water situation would cost millions, the rural landscape would be gone (the reason we live out here). I-5 through Wilsonville is a parking lot right now in 10-15 years it will be worse. There was talk of a [ca??] being built on this land in the past and the people DID NOT WANT THIS developed and still do not want it developed.
- 1        I-5 Traffic!!
- 1        I-5 can't support changes near Wilsonville
- 1        I-5 corridor is a transportation disaster 7-9am and 3-6:30pm M-F. And at anytime there is an accident on I-5 Nor S. We lack sufficient resources to support additional development, i.e. - 8-10 Lane Bridge. What are you putting there? Develop what you have...

## Count Response

1 I-5 corridor should be developed. Little nature value.....

1 I-5 doesn't have the capacity to carry anymore traffic going either north or south. Traffic backs up in both directions for miles even on weekends. The current owners have expressed repeatedly that they want to build a large casino on their property. They have gone so far as to contact Native American tribes to help get the casino built. I-5 at the Willamette River is a HUGE BOTTLENECK! the high is beyond capacity. Clackamas County needs to work on improve its infrastructure first and foremost; this includes mass transit between Salem and Portland. Wilsonville's south exit is at grade "F" AGAIN! This is farmland and has to be reserved for future agricultural needs. Currently it is used by nurseries, but there is an increasing need for more local and affordable food for the Metro citizens. The whole Metro area including Clackamas County can not continue to depend on imported food. We have the capacity to feed our people, there just isn't the forethought by certain members of the co

1 IStrongly disagree (No radio button on my survey)

1 If the rural reserve is lifted the will of the people is ignored. Is that the democratic way? It has already been determined that we have adequate reserves in hand.

1 If this stunt succeeds the only jobs it will create will be the dozens of lawyers us neighbors will retain in filing lawsuits. Preserve the farmland and economy of French Prairie, Oregon's best agricultural lands. Our region has more than 8,000 acres of industrial employment lands just sitting idle – develop what we already have. Developing south of the Willamette River will cost at least \$600 million for new roads alone and make traffic on I-5/Boone Bridge area much more congested. Don't reward land-speculators who want the public to underwrite their costs, so they can personally reap the profits. Respect the thorough, two-year-long public-process that produced both urban and rural reserves, by committing to those designations and providing certainty for investment.

1 In my opinion it is short sighted and irresponsible to advocate paving over high value farm land when land unsuitable for farming is available. There are a growing number of young farmers looking to own or lease land to farm in a sustainable manner. Land suitable for local food production should be protected and preserved. Langdon Farms operates under the terms of a conditional use permit. If a golf course is not viable the land should revert to agriculture under the terms of the permit.

1 Inadequate infrastructure

1 Increased development south of the Clackamas River will increase traffic congestion at the Boone Bridge, removes valuable farm land and is a pathway to increased development along the I-5 corridor. This is exactly what the Urban Growth Boundary was designed to prevent. Clackamas County needs to respect the thorough, two-year-long public-process that produced both urban and rural reserves; it should not pave the way for land speculators to destroy the Willamette Valley for their own gain.

1 Increased traffic Lack of infrastructure to support traffic (Boone Bridge and Wilsonville Corridor traffic congestion) Need to maintain the rural farmland and rural feel to area.

1 Increased traffic which is already a major problem particularly on the Boone Bridge. Increased noise. Loss of the tranquil rural setting which attracted me to the area. There are other more appropriate options for lands.

1 Infrastructure needs would be a horrendous expense. Growth should remain stopped[double-underlined] at the Willamette River.

1 It has been decided several times that the UGB should not extend south of the Willamette River. Please respect these decisions.

| Count | Response   |
|-------|--|
| 1     | It is Bullshit!  |
| 1     | It is difficult enough now to drive to Wilsonville from Aurora to do shopping, etc. If this area gets developed as an industrial area as we are led to believe, It would be almost impossible to access I5 north.  |
| 1     | It is distrustful to future generations to reduce agricultural land. Traffic is already at capacity. There are numerous industrial complexes that are unoccupied and should be developed just before expanding into rural areas. People live in rural areas to avoid the congested high density urban center that continue to encroach on our farm lands. It has to stop. If land farmer cannot produce more costly foods will be imported from Calif and Mexico and foreign parts. We must feed our own people. WAIT UNTIL THE COURT OF APPEALS RULES THE 50 YR CLOCK SHOULD HAVE STARTED IN 2010 |
| 1     | It is my understanding that the need expressed for this revision is already met by other parcels in Clackamas county.  |
| 1     | It is not needed. There is still plenty of space within Metro that can be redeveloped to meet the future needs of Oregonians without taking farmland. I watched San Jose change from farms and orchards to urban sprawl. I don't want to live in California. What makes Oregon special is farmland and other rural areas. Also, the I5 bridge over the Willamette is at capacity. Development south of the bridge would only cause increased traffic on I5 without bringing any benefits.  |
| 1     | It seems the Stafford Road issues should be resolved before dealing with the designation of these 3 areas.   |
| 1     | It will ruin some beautiful and pristine land forever. Urbanization of this land is not needed!  |
| 1     | It would be irresponsible to change this designation. 8 state agencies have also supported not changing. Don't let one current landowner push you around. You have a responsibility to the entire county.  |
| 1     | It would only worsen traffic, which is already reaching critical mass; and no one seems to be doing anything about it.   |
| 1     | It's countrified, unspoiled, and we don't want major traffic or an influx of populated people. That's why we live <u>HERE!</u> [double underlined] We're serious and concerned about this.   |
| 1     | It's fine the way it is.   |
| 1     | It's too congested. We are losing the charm of this area   |
| 1     | Just a bad idea!!!!!!  |
| 1     | Just a few years ago after appropriate process, the land was designated a rural reserve. This can't just be overturned. Sprawl must be limited. There is plenty of land available elsewhere. Plus, the I-5 (Boone) bridge and I-5 through Wilsonville is already beyond capacity for traffic.  |
| 1     | Keep F.P. beautiful and RURAL  |
| 1     | Keep it rural! No more development.  |
| 1     | Keep our small towns small and stop letting traffic get so chaotic. We need our farmland!  |
| 1     | Keep the golf course greenspace.   |

**Count    Response**

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|   |  |
|---|--|
| 1 | Kepp the best land in the state as farm land   |
| 1 | Lack of infrastructure. Bridge already overloaded. Plenty of land already allocated to this use.   |
| 1 | Land is agriculturally valuable, and should stay in agricultural use.  |
| 1 | Leave it rural!!![underlined] Wells - water Traffic on Airport Rd. and also on I-5   |
| 1 | Leave rural rural. Plenty of land North that should and need be developed. Frog - Pond - Frontage rd in Wilsonville clean that up and build there better you make a mess of rural areas.   |
| 1 | Let the developers use their own money to develop lands!   |
| 1 | Lots of good farmland Development of designated area would result in: large amount of money needed for road and bridge construction, loss of peaceful neighborhoods, decline of property (home) value resulting from residential "flight:". Clackamas County is more interested in tax revenue than in well-being of residents in French Prairie area. |
| 1 | Maintain the natural origin of the property. Traffic concerns. Water concerns.   |
| 1 | Maintaining our farm land is crucial for our future.   |
| 1 | Major traffic problems! We like to live in the country. No more businesses or homes.   |
| 1 | Many of us moved to this area BECAUSE it is rural. We love the country and the space and the beauty. Taking away the rural designation will destroy that. Why do people In power want to destroy what others have?   |
| 1 | Metro had two years of input about this... Clackamas County does not need to overturn their decision. This is a waste of taxpayer money!!  |
| 1 | Metro has demonstrated that we have sufficient light industrial land for the near future. We need to develop the light-industrial land within the urban growth boundary first making efficient use of development funds. In the more distant future, expansion will be desirable.  |
| 1 | More land north of Willamette River in Wilsonville is more appropriate for development.  |
| 1 | Most of these areas are prime farmland. The area north of Wilsonville (Day Rd.) to Tualatin is more likely to be useful and less expensive for infrastructure.   |
| 1 | Much of the areas have been reviewed time and again and determined to be rural reserve. The mere fact that some persons bought land in the rural reserve and gambled on being able to garner enough support to get the designation changed for their own profit is not sufficient reason to make the change.   |

**Count    Response**

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1        My farm property is located at 24702 NE Boones Ferry Rd, Aurora, Oregon. We strongly[underlined] disagree with reclassifying Rural Reserves to Urban Reserves. Not only has this land been a way of life for me and my extended family, but this specific land in question is some of the most[underlined] fertile land, a most precious resource to Oregon. This would not only be a gross[underlined] misuse of our resource, part of the Oregon Pride "Grown in Oregon." but a grave[underlined] mistake to our youth's future. Most large cities are forced to grow upwards, not outwards. If our current large cities would stop and rebuild, large skyscrapers, and beautiful skylines, this would allow for more jobs and industry allowing us to compete with the cities like SF, Seattle, and New York and Los Angeles. This is what would benefit Oregon most, not repurposing our largest natural resource, compromising our children's health and our children's children's nutritional health. High quality food, affor

1        NO NO NO should be left alone as designated The Boone Bridge and I-5 South transportation system is woefully inadequate now. Long traffic tie-ups are common. Further development with all the traffic constraints would severely lock-up the area in a constant traffic jam. Currently the traffic is quite an issue and further additions would be most undesirable to the entire metro area and I-5 transportation system. The Canby area @ least has additional homeport[?] hubs - (I-205)

1        NO NO No.

1        NO! There is too much growth in Wilsonville without appropriate accommodation for the traffic. The traffic is atrocious at best. At times it can take an hour to get out of Wilsonville alone and every morning and evening the freeway is a parking lot. Get I-5 redesigned so it can handle the traffic that is already overwhelming it.

1        Need to expand UGB

1        Need to preserve prime agricultural land. Need to avoid additional traffic in the I-5/Wilsonville corridor. Concern over cost of needed infrastructure. Concern over need for water and other utility services. Concern that the review after only a few years is unnecessary waste of resources. Developable Industrial land is still available.

1        Need to provide [ ] soil (few acres remain) for agriculture - increased I5 and Miley Road traffic - Exit for our area will have increased traffic making Egen[?] difficult

1        No more urban development

1        No need at present time.

1        No need to change original reason. Should not be catering to special financial interests. Shame on you!

1        No plan(s) provided for type of development. Too much traffic on I-5 already beyond reasonable usage. Land already designated for development should be developed 1st![underlined] We do not need to further line the already rich pockets of landowners wishing to sell.

1        No transportation infrastructure to handle this, especially in Wilsonville.

1        No.

1        No. I believe that once you open this up to build upon it, you will create more issues. The reason for opening up these areas is to alleviate current issues we are facing. I believe that we need to protect those spaces and be more creative with what we have already

1        No. Traffic is bad already this will make it worse.

**Count    Response**

|   |  |
|---|--|
| 1 | Nobody is able to fortell what we need for 50 years. We need more employment land. The Aurora Airport complex provides over 1200 jobs - Land along I-5 perfect for industrial development. We need to balance job lands v. open space. Oregon is dying with out more job opportunities.  |
| 1 | Not a priority when compared to infrastructure and the need to maintain this high value farming soil.  |
| 1 | Not familiar with the area   |
| 1 | Not part of Wilsonville and infringes on Marion County, violates long standing respect for the Urban Growth Boundary and what Oregon stands proud for, infrastructure (water, sewage, etc) doesn't exist and will not be easy to provide. I5 is a mess of traffic and this has nothing to offer beyond additional truck traffic. This area was allowed to build s Golf Course under a special designation, sacrifices and threatens food production for corporate greed. Less objective - Political donation pay off from the Maletis gravy train to Dudlow, Toot Toot All Aboard Smith, and Paul Severas Snape, this whole thing represents politics, special interest money and ignoring several rejections by the local citizens most affected from these big city Portland snakes. |
| 1 | Now we get to the site I was talking about before in answer # 2. The Maletis Bros have fought over the Will that was left by the original owner that stated the land was to stay in "farming" and they are still trying to get their hands on it. .  |
| 1 | Of all sites, this make the most sense in terms of traffic and access to the freeway, though, I do not support any removals of protections from much needed farmland.  |
| 1 | Of the three areas, I feel this one is the most important to remain rural, ONLY  |
| 1 | Once again, much farmland being potentially re-zoned. Also, this allows for further airport expansion that the locals are not in favor of.   |
| 1 | Once again, the proposed area is right under Aurora airport flight pattern and would represent a serous encroachment on the airport. Just because the airport is in Marion County, it should not be blown off as "not our concern". The airport provides a significant number of jobs for people in the Canby, Wilsonville and Aurora area and a rural environment surrounding the airport would be the best for all concerned. Perhaps another golf course, solar panel array or similar low impact development might be something to consider. Again this is good agricultural land that must not be lost to a paving crew.  |
| 1 | Once this land is taken, it will be forever ruined. Why take away what is so appealing in this area for the many to provide profit for the few? The quality of life for those living in this area will be diminished greatly.  |
| 1 | Our rural reserve areas and farmland in general are critical. Converting key farmland to development is a short-term decision with short-term payoffs and a long-term cost we should repudiate.  |
| 1 | Over Developed and under info structure in this area. I-5 is already over capacity and effecting travel in the area on a daily basis. Area North of the Willamette river appears more appropriate for additional development.  |
| 1 | Over-capacity already on I5 Boone bridge. Inadequate funding to fix for decades. Opens the precious Willamette Valley to uncontrolled development. No nearby city wants or needs this development they all have adequate employment lands under development.   |
| 1 | Per Metro there is more than adequate "employment lands" available in Metro counties, and specifically in Clackamas County. Less than 25% of Clackamas County is farm land - taking any for commercial development is bad policy!  |

**Count    Response**

|   |  |
|---|--|
| 1 | Please develop already designated land for development.  |
| 1 | Please see answer 2  |
| 1 | Please see answers to questions 2 and 4 above plus: this area is totally unsuitable for development given that the infrastructure required to accommodate it cannot be feasibly implemented. The fact that the neighboring city has strongly objected to this development and does not feel that it can provide the necessary infrastructure should eliminate the area to begin with. The fact that I-5 is already congested at points north of this property and there are no financially feasible alternatives to address this issue are further points to eliminate this area. The voice of Metro in its deliberations should convince the County Commissioners to give it up and live with the results that they have. Growth is not necessarily good. There are limitations which must be considered. |
| 1 | Please use available land which exists. And in particular consider how long and how expensive it would be to replace or renovate the Boone Bridge.   |
| 1 | Plenty of land available NORTH of Boone Bridge. Traffic! Water! Rds[all double underlined]   |
| 1 | Poor location for expansion possibilities, increase congestion, more traffic problems than already exist, take away prime agricultural land.   |
| 1 | Preserve prime farmland, refrain from subsidizing developers, respect the public process that produced the Rural Reserve.  |
| 1 | Preserve the farmland and economy of French Prairie, Oregon's best agricultural lands. Our region has more than 8,000 acres of industrial employment lands just sitting idle – develop what we already have. Developing south of the Willamette River will cost at least \$600 million for new roads alone and make traffic on I-5/Boone Bridge area much more congested. Don't reward land-speculators who want the public to underwrite their costs, so they can personally reap the profits. Respect the thorough, two-year-long public-process that produced both urban and rural reserves, by committing to those designations and providing certainty for investment.  |
| 1 | Preserve the natural beauty of Oregon which will get a black eye if commercial development south of Wilsonville on I-5 is allowed. It will cost half-a-billion dollars to improve the bridge and road to accommodate this development! Listen to Former Gov. McCall - He would oppose such development!  |
| 1 | Prevent urban sprawl south of the Willamette. There is plenty of developable land north of the river.  |
| 1 | Prime farm land should remain a rural reserve. County Commissioners should not benefit from the removal of the designation!  |
| 1 | Prime farmland should be preserved, and Metro has already decided this issue.  |
| 1 | Prior studies have show that the area roads and bridge can not support more traffic - it's already a nightmare from Tualatin to this area. Assumption without plans have been made for water availability. Looking at the amount of money several of the board members received from the owners of Langdon Farms makes it look like the decisions on this issue might have been influenced   |
| 1 | Proximity to I5 and Aurora airport provides for a good reason to remove this from rural reserve.   |
| 1 | Public already voted against removing rural reserve designation years ago - shouldn't keep coming up to satisfy a handful of those who insist on getting their way.  |

**Count    Response**

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- 1        Regarding Wilsonville area - where and how will traffic get across the river? I-5 is already jammed all day long - how could Boone Bridge possible handle? There is a lot of vacant land/buildings to be used first.
- 1        Regarding [the last two questions] traffic to the areas is already congested at the Boone Bridge. Agricultural land is already being squeezed out of the area and spillover from the present proposed area will impact south into Marion County area.
- 1        Removing rural reserve designations with a vague "in the future" reason is not acceptable. This is a thirsty disguised attempt by those who wish to begin development in rural reserves. There is no plan and currently no scarcity of light industrial areas.
- 1        River crossing too limited. Save farms/nurseries in this area.
- 1        Rural is better.
- 1        SAME AS ABOVE BUT, WITH THE ADDITIONAL COMMENT THAT PROVIDING SUPPORTING INFRASTRUCTURE WOULD BE HORRENDOUS.
- 1        STOP EXPANDING THIS CITY! We do not have the infrastructure nor the traffic ability to justify more expansion.
- 1        Same
- 1        Same answer as #5. Please stop using our tax dollars to continue this.
- 1        Same as 1 and 2. In addition, I drive by this farm land every day to go to work. The traffic around this area is appalling , not to mention the Boone Bridge. Taxpayers should NOT be footing the bill for roads and infrastructure so developers can destroy farm land and make millions.
- 1        Same as 2
- 1        Same as before. Lack of foresight and planning for the future.
- 1        Same as first
- 1        Same as previous answer
- 1        Same as previous reasons.
- 1        Same as question one, traffic
- 1        Same reason
- 1        Same reason
- 1        Same reason as in Question #1 AND where would we get the estimated ONE-HALF BILLION DOLLARS that ODOT said (in 2009) it would take to accomplish the transportation improvements needed to support the level of increased demand on the I-5/Wilsonville interchange necessitated by developing this land.?
- 1        Same reasons as previous question.
- 1        Save prime soil. Enough land to build in already zoned in County. Terrible traffic conditions near Boones Bridge

**Count    Response**

|   |   |
|---|---|
| 1 | Save the farmland. We have[underlined] industrial land already. I-5 can't take more traffic. This is all to help developers + Maletis family.   |
| 1 | See #2.   |
| 1 | See above.  |
| 1 | See previous answer   |
| 1 | See previous answer.....and imagine the traffic on I5 when this would get developed. Oregon has done a terrible job planning and controlling growth   |
| 1 | See question one BOONE BRIDGE-I5 crossing!!!!   |
| 1 | Should never be added to rural reserve-do not add any land south of the Willamette.   |
| 1 | Smart planning in areas already designated as urban, along with urban renewal, should offset need for this land within the 40 year time-frame under consideration. Keeping urban boundaries tight is key to well-planned instead of sprawling communities.  |
| 1 | Sooner or later the money runs dry. Plan ahead. Think of the traffic congestion. Why doesn't the state take care of the highways, the Bridge and traffic and no bike paths need to be added. This state and city is becoming ridiculous jammed up.  |
| 1 | Sprawl. Too much traffic. Too expensive to remedy. Too much load on roads.  |
| 1 | Strongly disagree   |
| 1 | Supposed to be a rural reserve for 50 years.  |
| 1 | TRAFFIC I5 NOT  |
| 1 | TRAFFIC CONGESTION  |
| 1 | TRAFFIC I-5   |
| 1 | TRAFFIC. There is a reason it was designated as a rural reserve in the first place. Having grown up and live on the border of the region, I would HATE to see it turned into another Villebois! NO! NO! NO!   |
| 1 | Takes away valuable farm land, not adequate transportation and utilities infrastructure. Redevelop current urban areas inside industrial designated areas. Why this area??  |
| 1 | That would be a more logical area for growth because the powers that be have already messed that area up. A much improved freeway system would have to come first, and NO, not more light rail.   |
| 1 | The Aurora, Charbonneau, south Wilsonville region is valuable farmland and nursery land that defines the mid Willamette valley and why we as residents live here. As the infrastructure is now, the traffic is barely manageable, Boone Bridge is at its maximum capacity, I don't see how changing or adding lanes to Boone Bridge will solve the traffic flow problems. A bigger picture of east side flow (Canby/Molalla into Portland) or Max lines need to be added. As residents who live off of Airport Rd in Aurora, we are strongly against turning our farmland into industrial use land. |

**Count Response**

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1 The Boone Bridge capacity and the thousands of acres already designated for development.

1 The Boone Bridge crossing at I-5 over the Willamette is already at capacity, even on seemingly low-traffic times such as Saturday afternoons. ODOT has consistently communicated that there will not be an increase in the roadway at the bridge. There are no plans to supplement the bridge and the County has struggled to maintain the minor back-up plan called the Canby Ferry. The nearest alternative crossing is more than a 1/2 west of this site. Besides the lack of demonstrated need for this site, the cost, scope and scale of required infrastructure improvement is not something that the State (and clearly not the County) has ever been able to achieve in this current generation. There is no hope of funding such a project in the current and foreseeable political climate. Re-designating this site would be another cart before the horse action by planners.

1 The City of Wilsonville has already designated new areas to be developed.. This will be a costly and unnecessary development.

1 The County should be considering the long-term value of high-value farmland. A significant amount of the land proposed for reconsideration as employment land is high-value farmland, an irreplaceable natural resource.

1 The French Prairie Rural Reserve is prime farmland. DO NOT DESTROY IT.

1 The I-5 Boone Bridge Crossing over the Willamette River is already at maximum capacity, with frequent traffic congestion. The cost to increase capacity is extremely high. The subject is land is poorly suited to further development /urbanization without a viable plan to support the increased traffic volumes it would create.

1 The Metro process was long and exhaustive, resulting in the current designations. Proposed changes are politically motivated and amount to spot zoning (which has long been held to be illegal). The UGB must stop at the river. This proposed change is a thinly disguised giveaway to the Mateis land owners at the expense of the citizens and taxpayers. There is no infrastructure to support development. I-5 and Boone Bridge are at capacity. This proposed change would open the floodgates to develop the entire I-5 Corridor down the valley. This French Prairie land is among the most valuable ag land in the state. Metro, Wilsonville, the locals, etc. are all against this proposed change.

1 The UGB was recently adjusted in Wilsonville and it is slated for high density housing. No more developed land is needed in this area. Fill up Villebois and all the other UGB designated areas before taking more farm land.

1 The Wilsonville "development" is destroying prime agriculture land.

1 The agreement had been made to my limited knowledge that once the property was not to be used as a golf course it was to go back into farming.

1 The area (reserve area) south of Wilsonville if change to industrial development or housing would have a big impact on transportation capacity on the I-5 Boone Bridge. There are no alternate means for crossing the river in the Wilsonville area. The traffic problems would be compounded from what they are today.

1 The area is currently productive farmland. The Boone Bridge is the only way to cross the Willamette for miles. Traffic on the bridge is already very crowded and slow, and accidents cause miles-long back-ups. The river is a natural barrier for urbanization. Leave it alone, please!

1 The area south of Wilsonville has been studied and debated for years. Cities and counties have agreed that this area should be in the Rural Reserves. The only support for this study is the owner of the golf course who have profit as their motive - not the livability of this area nor the enormous cost of developing the area- roads, water, sewer, infrastructure. Anyone who drives on I-5 knows that this artery is already over capacity. Imagine more traffic Exit 282 and Exit 278! Horrible!

**Count    Response**

1            The basic issues have been defined over and over. Prime agricultural properties, transportation limitations including no alternate river crossing. The traffic on I-5 in that area is bottle necked from 1:30 pm to 6 p.m. daily. There is plenty of land available that is already designated for industrial development.

1            The best agricultural land needs to be preserved. It cannot be brought back from urban use. The Boone bridge is already highly congested; it cannot sustain further clogging.

1            The best farmland should stay farmland as it provides jobs and food. As climate change continues, California cannot continue to irrigate its food producing land.

1            The county commissioners tried to push this concept through the legislature earlier this year and were voted down in committee. Then, they tried to change zoning through Metro to no avail. They are playing games with Metro on the Stafford area reserve and refuse to act unless Metro lets them change south of Wilsonville. Now, they waste taxpayer funds on another consultant who gave them the answers they want so they can hold another public input on their plans for south of Wilsonville. The Wilsonville City Council is opposed to this idea of opening south of the city, it has employable land already. The I-5 bridge is maxed out already and ODOT has informed the commissioners. And, the land they want to develop is prime agricultural land on the French Prairie and should not ever be developed. I am opposed to the commissioners plans to open the Rural Reserves designation on this area now and forever.

1            The county needs to be diligent in their cost/benefit studies. They also need to listen to the public and take their concerns into account. Regarding the South Wilsonville rural designation, it is apparent that the infrastructure is inadequate (Boone Bridge) for additional traffic. Also the land is prime farmland and in my opinion, best use for this area.

1            The county's process limited the evaluation of this area to only 1 factor: employment. There are adequate lands in the Wilsonville area for development of the necessary employment opportunities without removing important protection for agricultural lands south of the Willamette River. This process appears to have been developed to reach the desired conclusion. When a change in land use designation of this magnitude is considered, it is not appropriate to limit the discussion to only 1 of many criteria that would lead to a reasoned, well thought out decision. I strongly urge the county commissioners to keep this parcel with a rural reserve designation.

1            The infrastructure is not there to support development of this area. Roads, freeways, bridges, etc., need to be in place prior to this property being released for development.

1            The infrastructure will not support urban growth due to I-5 limitations - and a high water table level - (look at the Aurora Airport after a day or two of rain - the drains are full and lakes and ponds appear!) Anyone who bought property south of the River after 1973 - was relying on existing long term zoning laws - and will be injured financially and practically by diminished quality of life - The result will be extensive litigation re the concept of "taking". This is where government takes value from the citizen - the county would be at risk of payment for A) damages and B) punitive damages

1            The need for maximum flexibility. The more urban designation the better because UGB expansions need broad opportunity. All of the ginned up worry is inconsistent with the years and layers of more process before anything is even proposed, let alone approved.

1            The only area Wilsonville can grow for industry and future homes. Airport and railroad are both there. Having been a farmer, this land is too expensive to farm unless you own it. Have a lot of seniors owning large tracts who will be selling in the next few years, it is going to have to be subdivided, new people coming in don't like it. If they don't like it maybe they need to buy it, if they want to keep large plots of land. When it is your land, you can do what you want as long as in county land use laws.

**Count    Response**

1            The proposed change subverts the extensive public process that went into the original designation. It is a waste of foundation farmland (no matter how long it is before development occurs) and would put a strain on the City of Wilsonville's ability to develop Frog Pond, Coffee Creek, etc. There is land elsewhere in the county that ought to be considered first.

1            The proximity to the Aurora Airport and I5 make the whole area surrounding the airport a logical place for job creation. Some of this area is already not farmed because it is a golf course in a rural reserve but that does not create many jobs. Comments from wealthy folks that live in Charbonneau will be against this change because they want to be sure "their" golf course is not messed with. What about all the people who would comment for this if they knew they eventually they might have a job because of this. They need to be counted in for this. (Related: At some point it would make sense for the state to consider adding a freeway interchange at Arndt Rd and I5. This would provide better access from I5 to Canby. If you follow the freeway signs now northbound to Canby, they direct you miles to the north and then force you to back track on Airport Rd to get to Arndt and then drive into Canby.)

1            The region went through a long and careful reserve process and court review; this current process isn't even known by the public and is unfair to those who believed in the assurances of the last process. The county is providing no opposition as employment land is wasted such as for residential land in Oregon City; this land could be diverted from employment and wasted to o.

1            The rigorous process that has always designated this extremely fertile area off limits for industrial development should be respected. In addition this area already is a significant traffic bottleneck for the entire metropolitan region. There is a completely inadequate infrastructure base to support development in this area (water, sewer, roads) and no natural city to provide such support. This has clearly been pushed only by profiteers in connection with county commissioners with a vested corrupt interest.

1            The rural and farmlands in Clackamas County we are irreplaceable - they are our finest assets. We decided five years ago to keep these areas rural - leave them alone! I strongly resent the BCC (Ludlow, Smith & Savas) spending \$450k on this study and accepting thousands of campaign dollars from the Mafets[?] Brothers!!!

1            The rural reserve designation was put in place for a reason. There is nothing but development in the area and we need to preserve some land. The removal of the designation would be a mistake.

1            The rural reserves process was lengthy and costly. I am vehemently opposed to the reversal of that process strictly for the benefit of a few developers (Maletis). As someone whose family has a long history of farming in the north Willamette valley, it is horrifying to see the complete waste and ruination of good farm land. Allowing for the reversal of the rural reserve designation will open the door to more and more development down the valley, and the ruination of good farm ground that is needed more every day to feed the planet. AND the infrastructure cannot support any additional development. Roadways have become nearly impassible as it is when moving farm equipment, and we do NOT need more gridlock. PLEASE KEEP THE RURAL RESERVES AS THEY ARE AND LEAVE THE FARM LAND ALONE!!!

1            The same as above, plus the I-5 Corridor and Boone Bridge have trouble handling the traffic now. To change this to undesignated would allow commercial strip mall like growth alongside I-5. In my opinion this would be like criminal negligence to put the lives of the traffic on I-5 at risk of further vehicular life damage and risk. The traffic at French Prairie I-5 Exit 282 and the I-5 exit at Ehlen are jammed up now. Any change in the rural reserve designation at these two exits would exacerbate teh problems at these two exits, and the only solution would be to build I-5 into a 2-story freeway!

1            The traffic here is already terrible. It frequently takes me 45 minutes to an hour to get home from work in Tigard (right next to I-5) - and that's leaving at 4:00. Development needs to wait until we have a solution to the traffic problems.

**Count    Response**

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- 1        The traffic is bad enough already without taking these protections off. Someone will find a way to urbanize it regardless of the vague new designation being planned.
- 1        The traffic on the I-5 Boones bridge over the Willamette River is already a bottleneck the congestion causes back up on Wilsonville Road at the I-5 interchange. This would only add to the congestion. Keep building and you are going to ruin the livability of this area. Please keep this area rural.
- 1        The traffic system cannot support more development; the Boone Bridge is already completely gridlocked. WE need the agricultural reserves.
- 1        The traffic through Wilsonville has become very congested in the past few years due to over development in the area. I oppose any reclassification that could result in additional commute problems for those of us who chose this area because of its rural atmosphere.
- 1        The unique richness of this agriculture land needs to be preserved - especially if growth occurs as predicted.
- 1        There already is existing industrial land to use. Infrastructure will not support development including Boone Bridge. Keep prime farmland. It will challenge a 2 yr study already done.
- 1        There are many reasons for my disagreement with the proposal to remove the rural reserve designation in the three areas cited, but the main reason is that I do not trust the commissioners who are advancing this idea, nor do I trust their rationale. What's more, I do not trust the staff members and paid consultants who are attempting to move this attempt forward. I believe that the staff either knows what they must say if they want to keep their jobs and that the consultant (i.e., the woman who did not introduce herself) who was attempting to facilitate the Wilsonville open house was doing what she is being paid to do: to pass the project. She as much as admitted to that role. The result of this distrust is that I have no confidence whatsoever the information provided or in statements such as the one on the survey which reads that "removing the rural reserve designation would not result in urban development any time soon and would not happen without additional public input." I
- 1        There are now 8,000 acres of industrial employment land available now. Why not use it? 600 mi. for south of river ... traffic on I-5
- 1        There are plenty of unleased business spaces available now. The growth is going leave our grandchildren with no understanding of preserving our rural areas. There is no infrastructure plan in place but raising property tax which are already exstreamly high. Think of current residents not trying to infuse area with every inch of open space developed. Extremely fast growth also means a hard fall open your eyes and remember history that is being repeated.
- 1        There currently is not a need for more development land. The owners purchased the land knowing that the land was designated rural reserves. Buying off the process, usurps the will of the people
- 1        There is a lot of available land not yet built on, which still needs infrastructure and service which is very expensive. We are not ready for more. Additional traffic is another big concern.
- 1        There is already too much congestion at the Boone Bridge. It begins at 2:00PM every day except Saturday. It is foolish to even consider this change until there is sufficient infrastructure to handle the existing traffic. There is a lot of bare land in Clackamas County without changing rural reserves.
- 1        There is essentially no freeway capacity to support access across the Willamette river and on into the Portland Metro area. If it gets ANY worse, we will have continual gridlock. Local roads are also not in a condition to support an increase in commercial traffic. I also do not think we need additional space here. It is not reasonable to expect that the current growth rate will continue.

**Count    Response**

|   |   |
|---|---|
| 1 | There is hardly any farmland left. The area is becoming too urban. Traffic congestion is already a problem. We have plenty of industry already. Strongly opposed to developing this land.   |
| 1 | There is no infrastructure to support any development South of Wilsonville. Traffic in this area is already intolerable and Clackamas County needs to address it now! We have already dealt with this issue and it should be dead and buried!   |
| 1 | There is no infrastructure to support development of that area. It is part of Aurora which cannot support its needed services. The Boone Bridge is already at max capacity and can't support additional density as is. It is currently allowed to operate on a zoning [variance] and is prime farmland if anything it should be saved for that. |
| 1 | There is no need for industrial development of land. We have had a multitude of available commercial and industrial locations for years! We are only limited by how much companies are willing to pay. This land is some of the best agricultural land in the state/nation. Use it as such.   |
| 1 | There is not enough access across the river   |
| 1 | There is not enough infrastructure to support any of this   |
| 1 | There is not enough land for agriculture now - Let's do what we can to live without hurting our future. This does not address the costs to taxpayers for road, utilities, etc.  |
| 1 | There is not enough road infrastructure in place to support the extra traffic that would need to cross the Willamette river. I also believe that we need to keep the rural areas.   |
| 1 | There is plenty of available industrial land in the region. Foundation farm land is a much more valuable resource.  |
| 1 | There is plenty of industrial land in the UGB ready to go . This is for profit of the Malitits Bros. only, they knew they bought ag. land and not a place for there distribution center. Hold the line at the river   |
| 1 | There is still a lot of land north of the Willamette river in Wilsonville that can be developed. There is only one bridge between Wilsonville and south of the river.   |
| 1 | There was a thorough process to determine these "rural reserves", I do not see any reason to change these determinations. Also we live under civil law, it is against the law[double underline] to change[double underline]. Lets abide by existing laws.   |
| 1 | There were reasons that Metro designated this area as rural reserve. That decision should be respected.   |
| 1 | These areas should remain as they are with no more development. There is no infrastructure to support the proposed development - plus the bridge won't support water and sewer required.  |
| 1 | These rural areas should remain RURAL - no development whatsoever   |

**Count    Response**

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1        These several members of the Clackamas County Board of county commissioners and their fraudulent claim of a "need" for "employment lands" have ZERO regard for the will of the constituents they claim to represent and are selfishly acting for their own benefit, catering to a small group of land-speculators who want the public to underwrite their costs so they can personally reap the profits at the expense of neighbors and their quality of life, a quality of life that us neighbors have a reasonable expectation of based on the 2010 French Prairie Rural Reserve designation that resulted in a 2 year public input process. In addition, unemployment today in July 2016 is drastically lower than it was in 2010 so this sense of urgency for the "need" for "employment lands" is a complete and outright lie!!! The only sense of urgency is from these greedy developed who have a total and complete disregard for anything except their own bottom line, much like these county commissioners and their nefari

1        They promised they would not build on this land for 50 years.

1        This area has been under the gun by a certain interest that wanted to destroy it for their own self interest for years. NO is NO and should be left alone. Changes that are claimed to have occurred in the county are NOT reasons to take prime agricultural land in the Willamette Valley out of its current designation and destroy it forever for its potential use as agricultural and natural habitat.

1        This area is especially unsuited for infrastructure development. Boone Bridge already cannot handle the demands on it. Don't add to it, and don't rob EFU land by putting development there that is better suited elsewhere in the county.

1        This area is not suitable for development.

1        This area is some of Oregon's most productive farmland. Please leave it as it is.

1        This area is unsuitable for urbanization due to transportation and utility constraints which developers hope to have the taxpayers remove. It is also part of French Prairie, one of the few remaining viable agricultural areas in the north valley. Allowing portland development to cross the river will destroy the long term viability of French Prairie's agricultural industry, mostly to the benefit of one major developer and their cheer leaders on the Board of Commissioners. Spending County money promoting this scheme is not beneficial to the Public, only to the developers and certain Commissioners.

1        This area possesses some of the richest farm land in Clackamas county. The infrastructure and transportation requirements would cost Clackamas county taxpayers a great deal of money. There are other areas in Clackamas county that would be better suited to remove the rural reserve designation. Most of us in this area are fully aware of why this piece of property was included in removal of the rural reserve designation and that is that the Maletis brothers have contributed a great deal of money to several Clackamas county commissioners.

1        This area should not be developed at all... this is some of the most fertile agricultural land in Oregon. Once it's paved over, it's gone forever. Pressure on the Boone Bridge is intense as it is... This is an awful idea and sets a terrible precedent for expansion south of Wilsonville. Please do not allow this to happen.

1        This area south of Wilsonville provides a strong agricultural presence as well as a buffer between urban and rural areas, for the benefit of all area residents and visitors to and through the area. Rural and urban dwellers benefit from the local produce grown on these lands, jobs from agricultural production, livestock kept on these lands, and the buffering the lands provide for wildlife which will reach into urban areas as urban encroachment continues onto agricultural and wild lands. Removing protections which current keep these lands from being eyed for development will ultimately result in increased development, increasing demands on already struggling infrastructure, including the limited roadways and bridges -- 15 is the only viable travel route for most area residents and visitors and as a resident of the area and a user of this resource, I know how crowded and dangerous is already is, without increasing the traffic on it.

**Count    Response**

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1            This area south of Wilsonville should not be changed. 1. This is some of the richest farming area of the valley. 2. The impact of development would be negative to our lives and livability. The area is maxed out with transportation issues and over use of I-5. Development needs to solve some problems not add revenue to become more mis-managed!

1            This area was considered previously for a non designated classification and included as part of rural reserves since it is prime farmland under Oregon's land use criteria. Area should continue to be protected from encroachment and loss of precious and productive farmland.

1            This entire area is some of the most fertile farmland in the nation. It is a national treasure that needs to be protected. Future population growth will need the food such rich agricultural land can provide.

1            This farmland provides value food to the local economy and needs to continue to do so. I do not agree this area should be developed unless and until an improved capacity bridge across the Willamette River is built. I also would not like the loss of a public gold course.

1            This is about a family who owns a golf course. This is called politics with a price tag. It is the wrong reason to make the change.

1            This is an area that absolutely needs to be protected from future development and needs to retain its rural reserve designation. Removing the rural reserve designation will ultimately make development easier and I5 cannot handle any additional development related traffic.

1            This is good farm land

1            This is nothing more than a "favor for favor" to Ludlaw and Smith

1            This is nothing more than a "favor for favor" to Ludlow and Smith

1            This is political cronyism. See the previous comment.

1            This is prime farmland and a political boundary lane will not change this fact. And farm lands do create employment opportunities. Conditions attached to land use approval of golf courses state that if golf facility cease to operate land reverts back to Ag uses. Transportation issues are many - namely access to I-5. Boone Bridge is over capacity at the Donald exit, with its truck stops would require major reconstruction.

1            This is prime farmland and is inappropriately located to be developed. Developing this area will only contribute to sprawl.

1            This is rural farmland base and should be preserved. Development will also contribute to the already over stressed roadways and I-5 access.

1            This is the best agricultural land in Oregon (if not the nation). There are plenty of other less useful lands in Oregon that can be developed instead. In 50 years, when there is not enough food, we will want that land for farm production, not casinos, gold clubs, and condos/homes. Those proposing this change should go live in San Jose, Orange Co. CA, or Shanghai for a month. If they like that, then go live there.

**Count Response**

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1 This is the best of the best of Oregon foundation farm land. It is protected by the Willamette River from strip development down I-5, which is what this "plan" envisions. Infrastructure investments, especially related to the Boone Bridge are huge (ODOT's assessment). Sewer and water are extremely problematic and expensive as well. It does not meet the factors for Urban Reserve and clearly does meet the factors for Rural Reserve. As Doug Rux instructed us, Undesignated is not a pass; it is for areas that DO NOT meet EITHER the factors for Rural or for Urban. There is no city to provide urban services and significant opposition from the City of Wilsonville. Every level of review during the Reserves process, up to and including the Court of Appeals arrived at the same conclusions regarding French Prairie.

1 This is totally unneeded. There is no infrastructure to support any development here and Wilsonville is opposed to it. The traffic on the Boone Bridge is already impossible and now also on Airport Road, which has been turned into a race track! Traffic now spills onto Prairie View Drive and has already negatively impacted our neighborhood. The County Commissioners need to deal with this traffic issue now, not push for more development that they cannot support! Any development will destroy the best farm land left in this country, and negatively impact the nearby residential areas.

1 This land has been discussed and reviewed on several occasions and had previously been removed from consideration due to its important farmland role, its complete lack of accessibility to infrastructure and its reliance upon the Boone Bridge, the capacity of which is already maxed out. I am angry but not surprised that this has surfaced again after some of the commissioners accepted political donations from the Maletis family - who would stand to gain the most from this move. The future of this land has been decided in previous Metro deliberations - I do not understand how this has somehow resurfaced again after it was thoroughly discussed and deliberated. It seems some backroom shady dealings are happening here and I hope some legal inquiry is planned to get to the bottom of this.

1 This land is more valuable if used appropriately as agricultural land (even though I understand that most of it is not presently). In addition, infrastructure costs are beyond reasonable for this parcel, given the current condition and size of Boone Bridge.

1 This land should be preserved for agricultural use. If the rural reserve designation is removed, then the traffic bottleneck on the I-5 bridge would be untenable.

1 This move seems unnecessary but more importantly, threatening to traffic along I-5/Boone Bridge, as well as the risk of eventually encroaching into valuable farmland while there are already 8,000 acres available and already zoned for growth.

1 This property is south of the Willamette river and should not be considered for reclassification until all of the land north of the river has been developed.

1 This proposal is shrouded in the position that it benefits many - actually it is primarily to assist a select few developers who stand to make huge monetary returns.

1 This proximity to I-5 is laudable except for the fact there are numerous accidents on this section of highway nearly every week. More traffic from developed areas is going to add to the problem. This development would require major interstate infrastructure to support the added vehicles.

**Count Response**

1 This section of land (South of Wilsonville, Langdon Farms GC) should not be removed from Rural Reserves. What is concerning to me as a resident of the City of Aurora, is how development of this property will change my livability and my families. The amount of traffic that it will generate, will be horrible for people who want to get to Aurora. Traffic on Ehlen Rd is already bad at peak traffic periods. There is a traffic jam every week day from 4:30-6pm as you try to get into Aurora. Why? Because Canby and Molalla commuters come off I-5 to commute home from their day jobs. Some go through Barlow. Many go through Aurora. It's worsened tremendously since 2005. Many homes have been built in Clackamas County but no traffic improvements have been noted to account for the traffic. The land in question is the end of the suburbs and beginning of the "country". When will the sprawl end? If Clackamas County needs industrial land then designate it closer to PDX. On the East side. Clackamas Coun

1 This should be preserved. Plus once again traffic concerns.

1 This topic has been studied and debated ad nauseam. Reopening it is a WASTE OF TAXPAYER'S \$ SHAME ON YOU. We have enough industrial land North of the river, changing these areas will NOT benefit Clackamas County. All the jobs will go to Marion County residents. The Boone Bridge can't handle the traffic. We should NOT decimate our prime farmland to benefit one property owner. Cronyism[double-underlined]

1 To me - the Metro process is closed regardless of what Ludlow thinks - his mind was made up to seek change when he got the 35,000 from the Beer Boys. Expansion should not jump the river as metro has ruled or the area will look like Los Angeles to San Diego on the I-5

1 Too much traffic

1 Too much traffic already. There is no alternative and this would make any traffic from i-5 back up further into the surrounding city's

1 Too much traffic; plenty of land available in UGB; quality of life

1 Traffic Water Sewer Already more than enough land available, but not developed!

1 Traffic - Horrendous already. Quality of life - we don't need to ruin our environment. Let us learn from other areas of the country that have become unlivable.

1 Traffic Concerns. Water Concerns.

1 Traffic Congestion Safety Noise NO CHANGES[double-underlined]

1 Traffic across the Boone Bridge (southbound) is at a crawl from 3:00 to 6:00 pm every afternoon. The Bridge is the only connector from the North to South.

1 Traffic along the I-5 corridor is already stop-and-go from 3:00 pm to 6:30 pm M-F. It cannot withstand additional traffic across the Boone Bridge.

1 Traffic concerns - property value in Charbonneau - if industry would change the area - taxes - property value Don't know what would be on the cam [can?] as per presentation

1 Traffic congestion on Boone Bridge and the I-5 freeway. Adverse impact on the community services and infrastructure of the surrounding communities.

1 Traffic congestion, loss of green spaces, already industrial area going unused...

**Count    Response**

- 1      Traffic heavy along i5 from n Wilsonville to canby exit. Need new roads to accommodate exiting traffic before we cnw expand the populations in this area
- 1      Traffic is already above and beyond what the highest amount had been determined to be! \*\*The Boone Bridge cannot tolerate the additional traffic - since it is already at over-capacity! Wilsonville has already planned for working with Tualatin Metro and others and have planned the development of 1000 acres of employment lands already as noted! -- Board of appeals? or County Commissioners? The area South of Wilsonville - the golf course owned by the two brothers - is there a provisional process to be reverted back to foundation farming and to be once Rural Reserve - focus on employment wage? -- Rural reserves! 50 yr clock ticking yet?
- 1      Traffic is already bad enough on I5. It's one of the biggest reasons traffic backs up in town! Are we going to build more bridges, too???
- 1      Traffic is already bad, adding more without fixing it first is not good. The county and City Boards have been irresponsible in traffic solutions. NO NO freeways, or even lanes in the last 40 years is unacceptable!
- 1      Traffic is already terrible. Why add to it?
- 1      Traffic is horrendous already thru this corridor. Metro region has sufficient industrial sites awaiting capital investment already. It would be irresponsible and illustrate a lack of planning to add more. Do not reduce farmland for industrial purposes.
- 1      Traffic is horrendous already. Don't need more congestion.
- 1      Traffic is suffocating already, enough.
- 1      Traffic is too congested, as it is!
- 1      Traffic on I-5 in the Wilsonville area is already ridiculous. We don't need more congestion. Plus, there are other areas nearby (Coffee Creek, Frog Pond) that are already in motion to be developed for Wilsonville and Tualatin to expand. French Prairie has already been thoroughly studied and found to be best kept as farming land - some of the best in Oregon! It would be a crime to allow development in this area.
- 1      Traffic on and around the bridge is already, somewhat inexplicably, terrible almost the whole day.
- 1      Traffic, congestion, enough land now available.
- 1      Traffic, quality of life, enough land in UGB
- 1      Traffic. Roads and bridges need repair. Lots of other areas are available. Farmland important. Water shortage.
- 1      Traffic. Need to continue to provide for open space. Any change to add additional business/industry will cause are gridlock in the I-5 corridor.
- 1      Transportation and infrastructure cannot support any growth. There is enough land in Rural Reserve now that it is not needed. Farmland and open space is required. These areas are all nicely spaced. The need has not been demonstrated to make these changes.
- 1      Turning Langdon Farms G.C. into an industrial area is not needed at that site! Other suitable areas exist, or should be explored. Keep rural farm areas intact!
- 1      Ultimate goal is to expand the airport in Aurora.

**Count    Response**

|   |   |
|---|---|
| 1 | Unecessary  |
| 1 | Unretricted growth is dramatically changing the area for the worst and only benefits developers who have no interest in the long term future. Increased traffic, loss of farmland, loss of wildlife habitat are to be avoided.  |
| 1 | Until ODOT commits building adequate access to the proposed removal of reserve designation, there is not sufficient roadway to handle increased traffic which is already impossible on current freeway access roads.  |
| 1 | Until a MAX line reaches Canby and Wilsonville, more industrial development is problematic - Traffic on I-5/Boone Bridge area is already TOO CONGESTED - Development south of Willamette River will cause even more gridlock. Road capacity in the reserve areas is already maxed out. This issue was already decided by a 2 year plus process by our elected Metro officials. Leave their decisions be! Once fertile farmland is destroyed it is GONE! Green space eliminated - more air pollution from more automobiles - ["2018" written and circled] I question your statement that no process is available to change the designation in the next 50 years. |
| 1 | Urban development should be controlled!   |
| 1 | Use existing <u> industrial land</u> - I believe more acres than that proposed. Keep prime farmland. Traffic!! A plan for roads discussed? Why challenge the 2 year study that assured us of rural for 50 <b> years!</b>  |
| 1 | Valuable farmland - irreplaceable. No infrastructure - who pays. Tons of unused industrial space open in Wilsonville. Traffic issues.   |
| 1 | Very good farmland as well the provides a buffer from I5  |
| 1 | Water Concerns Traffic Concerns   |
| 1 | We already have industrial designated land that is undeveloped. This is a Melitas giveaway. Corrupt!!!  |
| 1 | We are really bearing the brunt of development  |
| 1 | We did the reserves process years ago. Why waste county taxpayer money to just profit a handful of people. Follow the law and the process.  |
| 1 | We do NOT want more commercial and industrial activity in these areas!!   |
| 1 | We do not need to change the designation just because one group wants to sell their land for development, i.e. Langdon Farms. Lack of infrastructure. Large traffic problems.   |
| 1 | We do not <u> need</u> more land devoted to industrial employment. We do <u> need</u> to utilize that which we already have - especially empty bldgs. - I-5 is already a traffic nightmare. Exit 282B, 282A, and 278 are already packed and will slow traffic even more if developed. - We need to protect the beautiful farmland of French Prairie, not develop <u>it</u> so that the Maletis Bros. can feather their own nests. - This is not tied up in the courts as Fritzie said tonight - it is some <u> of</u> the Cl. Cty. Commissioners who keep revisiting this spending an unconceivable amount of the tax payers' dollars.                          |
| 1 | We don't need anymore industrial. Leave it alone.   |
| 1 | We don't need it.   |

**Count Response**

1 We don't need to give up more farmland. Also, the traffic thru Wilsonville is horrific now. This proposal could make quality of life in this area poor. There is enough land in Clackamas County already zoned for business etc. Use it!

1 We have enough land already available for industrial developments in Clackamas County.

1 We have enough land to develop. We don't have enough roads and bridges. The pressure to Wilsonville to provide resources would be a huge burden. #1 The I-5 bridge is at maximum capacity. Don't want Clackamas County to look like Salem Valley

1 We have had a review process and don't really need to bypass it and add more land for future development. There is a lot of undeveloped and underdeveloped industrial land already NOT being used that should be supported and developed before designation of new "employment lands"

1 We have industrial land inside the UGB that should be developed first. Boone Bridge can't take any more traffic. Traffic on I-5 coming north is almost at a standstill. Metro designated it as Rural Reserve after a thorough study. Why the changes now.

1 We have lived in the San Francisco bay Area - continuous unending growth - we do not want that here in beautiful Wilsonville!

1 We have thousands of acres that are already available. Develop them first. Traffic @ I-5 - Miley - French Prairie and Airport Rd. area already bad. We do not need any more cars and trucks on our roadways. Value the work that has already been done with transparency determining urban and rural reserve.

1 We haven't infilled the area we have and have no good plans to handle extra traffic over the Willamette river.

1 We live in this area of high-value agricultural land that is too rapidly disappearing from the Pacific NW. We travel its small two-lane roads daily. French Prairie also has significant transportation limitations (Boone Bridge on I-5) in particular, with no alternate river crossing, needed for heavy industry.

1 We must protect French Prairie.

1 We need farm land to stay the way it is future families. Too much traffic on I-5 as it is. No infrastructure in place.

1 We need farmland, space, a barrier We don't need more industrial development, houses wall-to-wall, more asphalt, congestion

1 We need to keep farm ground not be covering it up with concrete and asphalt. Traffic is already a nightmare.

1 We need to keep prime farmland and not pave over it. It is valuable. The metro made the urban/rural decisions and Clackamas County was very involved and approved it. Now Clack County is not being a good partner. This proposal is not lawfully made by Clack County. There is ample land for "employment land" in metro Clackamas County.

1 We should develop the thousands of acres already designated for industrial development before changes this area's designation.

1 We strongly need to preserve the little remaining high quality soils available for agriculture and livability and cultural identity in this community. Also, traffic patterns and limitations would be extremely problematic in this area where major congestion is a problem.

**Count    Response**

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- 1        We went through this process in a thorough manner and followed the law. There is sufficient property available that changes are not needed. This is a total waste of resources to benefit a few land speculators.
- 1        While it may make sense in the future to expand Wilsonville along the I-5 Corridor, I don't know enough to know if there is a need to do that at this time.
- 1        While spoil this beauty of this Oregon area!
- 1        Who is `wanting to rape the will of the people? They are certainly not motivated for any other reason than personal financial gain. People choose to designate French Prairie as a Rural Reserve. The quality of life for present residents in the area would be destroyed if our French Prarie Rural Reserve becomes commercialized. New residents are coming to our area to find beauty in nature and avoid the hub-bub of commercialized atmosphere. Please support the French Prarie Reserve designation.
- 1        Why are you going against the metro plans that took years and many meetings we attended to reach their conclusion. This seems to be an effort on the part of high level Clackamas County elected officials to reward developers who supported their election. This is not a democratic process - it is a land grab.
- 1        Why change a nice place to live to placate a few!
- 1        Why change what has been established by other govt agencies of OSDOT.
- 1        Why was the Rural Reserve designation for this land done in the first place? If the reason was valid at that time, won't it be just as valid in 50 more years or even more so?
- 1        Why? Why? [both underlined] Where are the County Commissioners this evening?
- 1        Wilsonville is already adding industrial land in the Coffee Creek and Basalt Creek areas. The Maletas brothers are trying to buy votes on the Clackamas County, Board of Commissioners and should not be even considering this proposal. Boone Bridge can't support current traffic let alone more traffic. ODOT and Fed Gov't do not have plans to add lanes to the I5 Boone Bridge. Voters should remove John Ludlow, Tootie Smith from office.
- 1        Wilsonville is already growing to much! We need to preserve all that we can.
- 1        Worries about traffic along I-5 corridor. Worries about infrastructure - who would pay. Important to keep valuable farmland. Other areas still available. Water issues.
- 1        You already have 8,000 acres, you don't need 800 more at this time, work with what you have. Traffic on I-5 to Wilsonville is bad now, don't make worse!
- 1        Your taking the farms and openness away. If you want to live in the city move there but leave the country alone
- 1        [also checked off "I don't know"] Please consider, listen to the mes and land, what would the trees and bees prefer. What is best for hte health and well-being of the whole planet.
- 1        [for all three] We have already lost a lot of very productive river bottom farm land which has been - or will be covered up with commercial buildings and their parking areas, in Milwaukie, Clackamas, Canby, and Estacada. Many people are concerned now about pollution and air quality and prefer to buy food produced within 100 or less miles of home.
- 1        a century farm was turned into a golf course was allowed several years ago. This was prim farm land needed for farming. Now you want to turn it into a warehouse complex NO NO NO NO!!!!

**Count    Response**

|   |  |
|---|--|
| 1 | a) Why does someone - anyone - think that changes call for a response, or for knee jerk reaction? Let the process, which was carefully done, work. b) How do you answer a question with a built in error in the premise? If you erase the premise based on work that was done by various qualified and non-biased organizations - there is no reason to rush to actions. Summary - bad idea.   |
| 1 | ditto above: Besides the obvious ag industry jobs that will be lost and fact that adding industrial land at the far south end of Clackamas county will provide jobs for Marion county residents and not Clackamas. This area is some of the best farmland. To me it is a matter of homeland security. If we lose the ability to feed ourselves we will become dependent on other countries. We can find alternative energy sources to be less dependent on foreign oil but there is no way to create new prime farmland once it is paved over. |
| 1 | do not need. already have more than we can fill. and we need farm land more than where houses.   |
| 1 | highway 551 already bottleneck's I-5 northbound in the mornings and southbound in the afternoons (everyone trying to merge to the exits). combining the Charbonneau/Miley Rd onramps/offramps with the hwy 551 would help the situation, as would adding an extra exit lane that becomes 551   |
| 1 | risk of sprawl down I-5  |
| 1 | see above  |
| 1 | the only reason this area is being considered is because the Maletis brothers have purchased the Clackamas County commissioners (Ludlow, Tootie, et al)  |
| 1 | this is the best farmland in the state keep it rural!!!  |
| 1 | this land needs to be permanently protected as prime farm land.  |
| 1 | to much traffic already.   |
| 1 | traffic and congestion and marijuana growing operations  |
| 1 | use land already designated but do not development high-value farm land in the 800 acres south of Wilsonville  |

## 8. What additional information would you like to have about the decision-making process as these rural reserve area designations are reviewed?

| Count | Response  |
|-------|---|
| 5     | None  |
| 2     | None at this time   |
| 1     | -   |
| 1     | 1. How many years one left on 80 year status of each rural reserve area that one targeted. 2. Is Oregon Farm Bureau involved in this task force? What is their position on the change of designation? 3. Has the water table been assessed in the Wilsonville site - know to be high water table area   |
| 1     | 1. If the "Rural Reserves" 50 yr clock is "not ticking yet" - what are we doing now? 2. What environmental impacts have been explored regarding any possible removal of the Rural Reserves designation? 3. Who ultimately makes the decision to change designations? 4. It has been said that the Court of Appeals has already passed judgment (this was stated by a former judge at this 6/28/16 Clackamas County Public Comment Open House for removing protection of the French Prairie Rural Reserve.. 5. Why[double-underlined] is this process being pursued "now"?? - Opening up the possibility of removal. Rural Reserves designation now seems to be too many "steps" ahead? Why are you looking at those parcels now and not at a later time in the 50 year process? |
| 1     | 1. What are the investment costs of these proposals. Where is the money coming from - school budgets, transportation, bond issues, etc... 2. How certain elected politicians have been given incentives to promote these planned changes. Please publish \$\$ incentives direct and "in kind"   |
| 1     | 1. What percentage of the land in the Urban Growth Boundary has already used for its intended purpose? When does the county expect to get close to 75% required before it can expand development to undesignated land? 2. A copy of the 'study' done prior to making recommendation to consider changing the designation of the area in question.   |
| 1     | 1. When further meetings are scheduled to occur 2. Decision as it's being made 3. A chance to be a part of the decision process   |
| 1     | 1. Where will you find the money to widen Boone Bridge for development South of the Willamette River? The estimated cost is 500 million dollars![underlined] 2. To provide water and sewer in development south of the Willamette River would be an additional 500 million dollars![underlined]   |
| 1     | 1. Who is behind the proposal to take away the rural designation of our community? 2. Does anyone on the decision making committee actually live in any of the areas selected? 3. What incentives do you provide to encourage preservation of agriculture activities in our lands? 4. Why does the county fail to enforce current FUD designations against non-agriculture activities that are currently active in some of the areas designated for delisting as agricultural land? Is this a tacit admission by the county of failure?   |
| 1     | 1. Why is Clackamas County trying to bypass the 2010 exhaustive planning process? Is it 1) the commissioners are stirring the pot just to show they have a spoon 2) arrogance - we know what is best and/or 3) we are repaying the Maletis Brothers for their campaign donations  |
| 1     | A commitment that Clackamas County will not agree to removing the rural designation along the I-5 corridor.   |

| Count | Response  |
|-------|---|
| 1     | A true identification of the externalized, longer-term cost of development and post-development.  |
| 1     | Affirmation of who is really <u>behind this</u> (Maletis brothers). We don't want what they <u>want</u> .   |
| 1     | All decisions need to be transparent and available for public comment and discussion. Our elected officials need to continue to listen to the non-moneyed interests.  |
| 1     | All of the areas are growing too fast with no true plans to support infrastructure but raising taxes on current residents whom what to stay rural and not have Dailey parking lots on the I5 and local roads.   |
| 1     | All related comments and proposals possibly affecting the airport covered in my comments.   |
| 1     | All the roads in the Metro area including Clackamas County are entering gridlock. Taking these reserves and allowing residential and commercial uses will send the area into gridlock. BEFORE even considering removing these properties out of the reserves you must first expand mass transportation into Oregon City, Molalla, etc. There isn't room for anymore automobile and trucks on our roads. Anyone with common sense understands the problem.   |
| 1     | Anything related to the South of Wilsonville area.  |
| 1     | Anything related to the area south of Wilsonville and French Prairie.   |
| 1     | Are the public input responses truly a part of the final decision making? Is "big money" talking? Will the Commissioners follow the "word of the people"?   |
| 1     | At this point, I think the 2010 designation to protect the French Prairie Rural Reserve needs to stand.   |
| 1     | Besides the obvious ag industry jobs that will be lost and fact that adding industrial land at the far south end of Clackamas county will provide jobs for Marion county residents and not Clackamas. This area is some of the best farmland. To me it is a matter of homeland security. If we lose the ability to feed ourselves we will become dependent on other countries. We can find alternative energy sources to be less dependent on foreign oil but there is no way to create new prime farmland once it is paved over.   |
| 1     | Canby would like 10991 add to natural drainage and has farm practice Would be a problem with Res. and it would be park 107 Acne 80 usable to add to [?]   |
| 1     | Changes to/Amendments to the area being considered  |
| 1     | Changing the wording is a slippery transparent slope, shame on Clackamas County.  |
| 1     | Clackamas County has huge areas for employment - employment rates are the lowest we've had for years. Much of the area is redevelopment areas - they must be counted. Why aren't they being utilized. Who is going to pay for infrastructure and freeways, bridges and utilities to develop your "employment areas". Who will pay for it. Are cities in favor of it. Wilsonville is not!  |
| 1     | Clackamas county considerable industrial employment lands sitting idle. This should be utilized instead of destroying rural agri lands. Opening up lands for development south of the Willamette river where little housing for employees exists would cause a commuting nightmare -- and create millions of tax dollars to be spent to upgrade I5, Boone Bridge and other infrastructures. The only people who would benefit from changing the designation would be the landowners and the officials they donated to so they could be elected. This plan has no real benefit and should be tabled. |

| Count | Response  |
|-------|---|
| 1     | Clear and public disclosure of the campaign donations made to Commissioners on the part of the property owners/developers of the land being considered for re-designation!  |
| 1     | Commissioners who have received contributions from landowners in the areas should recuse themselves from voting.  |
| 1     | Community input and transparency.   |
| 1     | Complete transparency from the County Commissioners supporting this wasted effort.  |
| 1     | Constant updates on elected officials who oppose development so I can support and vote for them[ <u>underlined</u> ], and also information about who supports development so I can oppose and vote against[ <u>underlined</u> ] them. Thank you!                                  |
| 1     | Do NOT remove these rural reserves!   |
| 1     | Do we ordinary citizens ... have a vote?  |
| 1     | Don't change Rural Reserve!   |
| 1     | Don't need any  |
| 1     | Don't remove the reserve.   |
| 1     | Drop this charade[ <u>double-underlined</u> ]. We all know that we do not need this rural farmland now or in the foreseeable future!  |
| 1     | Encroaching on the French Prairie Rural Reserve is a very Bad [ <u>underlined</u> ] idea and a slippery slope   |
| 1     | Fees paid by Maletis Bros to Ludlow in any[ <u>underlined</u> ] capacity Campaign contributions by Maletis Bros. to Ludlow Campaign contributions by Maletis Bros. to Comr. Smith   |
| 1     | Find an area that has easy access. We really do need some help with the Carver Bridge. When will we get a light there?  |
| 1     | Follow the money...   |
| 1     | For the "South of Wilsonville" area, what discussion of infrastructure improvements is taking place prior to development of the area. There is already severe congestion on Boone Bridge and sometimes 551, this needs to be resolved prior to development of this area.          |
| 1     | For the Springwater Road area, consider the use for agriculture including who the owners are and how long they have used their land for food production. Also the proximity to the Clackamas River and its recreation uses.   |
| 1     | For the Springwater area, it would be important to know how this ever came up as an option. Given limited road infrastructure and little ability to address that without major county investment, this area seems perfect to leave as EFU land and in rural reserves permanently. |
| 1     | Full disclosure of the entire process   |
| 1     | Give the people a chance to vote on it  |

**Count    Response**

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- 1        Given the misstep in adding land to rural reserve in Boring area, voter approval should be added to this process.
- 1        Growth has to have limits or there will NOT be any land remaining for growing the crops necessary for food or for natural habitat. We have to make do with what we already have and be more conscious and efficient with our efforts in their use. This MUST include those interests who only have profit as their goal and damn the consequences. That is your task to see that the deep pockets developers do not run the show. Get it?? If you don't, my vote will not be for you in the approaching election.
- 1        Have a clear and manageable plan to deal with the new flux of would be buyers or tenants.
- 1        Have the people at Langdon contributed to the commissioner's pocket
- 1        How about a more unbiased survey that actually gives ALL of the information to people about the pros and cons, including some education about the land itself!
- 1        How and at who's expense would the roads, bridges, water etc be developed?
- 1        How are you going to provide the infrastructure for them if the towns workforce do not support or have money to do so. There is no guarantee this reserve will be "any time rosh[?]" for your program. It is unsupportable by any law.
- 1        How did the County Commissioners arrive at the notion that this would be a good idea?
- 1        How do citizens provide their input that will be honestly considered. How do we make sure opinions made known to Metro.
- 1        How is land going to be used How is traffic going to be handled
- 1        How it would impact traffic.
- 1        How many \$\$\$\$\$ has each landowner paid to the campaign funds of each Commissioner
- 1        How much have the Maletis brothers paid to buy the votes of our County Commissioner?
- 1        How much money have the "M" brothers spent on the lobbying in Salem and Clack County to make this happen?
- 1        How much money have the Maletas family donated to the Commissioners?
- 1        How much time effort and money is being spent in a futile effort to change the Reserves.
- 1        How to influence Clackamas County Commissioners.
- 1        I am beginning to believe that politicians can do whatever they please, no matter what has been agreed to in previous years, no matter how much money has been spent. Taxpayers just keep paying for whatever the rich want because they can buy ANY legislation they want. Any commissioner who is going along with this needs to remember they will not be around forever, their children and grandchildren will be left to live in what we leave behind. The way things are going, it will not include farmland.

**Count    Response**

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1        I am interested in the politics that are behind this move by the majority of the Clackamas County Commissioners. Who and which forces are encouraging them to look at these lands in particular? I realize that they pencil out more readily than other tracts of lands in terms of proximity to the UGB of the adjacent cities, but how much in campaign contributions are the Malitas brothers giving a few of the commissioners to push for the development of the Wilsonville area, for example? Why aren't we pushing harder for Stafford development? What about the urban reserves in Milwaukie?

1        I believe I have sufficient information to support my position.

1        I believe Wilsonville has poorly planned its development with short term eyes on tax revenue without planning for proper infrastructure to support the fast paced recent growth, setting the city up for significant problems for years to come and should not continue to make these types of decisions

1        I do not believe that we will need additional acreage of this magnitude in the future. The way that we live, work and go about our daily ways will modify significantly and trying to fit the environment of today out into the future is not good use of resources.

1        I do not live in the other areas affected, but I'm guessing that they might feel the same way.

1        I don't need anymore information. This proposal is ludicrous

1        I feel there should be complete transparency of the process of decision making, at what stage the process is in, the public, private interest and political response online, mailed and further meetings scheduled.

1        I have all the information available

1        I hope the board who reviews these comments really take into account the public opinion because we, the public, know for a fact that this is strongly apposed and if board members move forward anyway, well I guess that's why we have elections.

1        I need no additional information. I've paid attention, over the years, and my opinion is that we need to respect the 2-year public process that resulted in the urban and rural reserves. In addition, my answer to the Maletis brothers is "You were aware of the designation when you bought the property. Don't think that you can buy off, or unduly influence, local politicians in order to increase your wealth." One final thought: the soil in this region is one of our greatest assets, courtesy of the Missoula Floods, around 15,000 years ago. This soil supports farmers, ranchers and nurserymen and should be preserved for that reason, not paved over for tilt-up buildings and parking lots!

1        I need nothing further.

1        I see no reason to review the designated rural reserve that already took 2 years and thousands of dollars and people's time to come up with the intelligent decision of the rural reserve designation. I think the only reason this is being discussed is to make very few people a lot of money, and create problems for the residents, people who work in these areas and exacerbate the traffic problems on I-5 that already need solutions on I-5.

1        I suggest Clackamas County coordinate with the State of Oregon and alleviate the major traffic issues on the I5 corridor from I205 south to and through the chokepoint at the Boones Bridge.

1        I support original 2010 French Prairie Road "Reserved" designation.

1        I think I am pretty familiar with the decision-making process currently underway at Clackamas County.

**Count    Response**

|   |   |
|---|---|
| 1 | I want it to remain Rural... No comment!  |
| 1 | I want to be sure the votes in these areas are public <sup>[underlined]</sup> so future election decisions can be based on how each of us vote.   |
| 1 | I want to know how the affected cities for each of these areas are responding the idea of development--they are the ones who will be called on to provide services and support structure. If they perceive a negative burden, then the county needs to let go of the idea.  |
| 1 | I want to know how the vote is. Who voted which way on the designations.  |
| 1 | I want to know if the voters' opinion matters or will you push ahead regardless? This happens a lot in OR.  |
| 1 | I want to know more about the motivation for the change. The statements having been made by Commissioners Ludlow and Smith do not stand comparison to known facts regarding the subject properties and do not take into consideration the law and the requirements dictated by LCDC. The statements made regarding the remand from the Court of Appeals do not reflect the court proceedings and findings.  |
| 1 | I want to know when you have finally put this issue to rest once and for all.   |
| 1 | I was born in Long Beach, California, in 1948. In 1949, my father obtained a VHA loan and bought a new home in a massive post-war subdivision on East Long Beach. He died in that home two years ago. A few blocks from my home was the elementary school I attended for 7 years, beginning in 1953. Adjacent to the school was a drainage ditch that wasn't cemented until the 1960's. If I walked another 1/2 mile beyond the school, I came to the San Gabriel River and the beginning of the dairy farms. Nine miles east was Knotts Berry Farm, and 6 miles beyond that, after 1957, was Disneyland. By middle school, I was riding my bicycle fairly often. Through dairy pasture, bean field, strawberry rows and (beyond Disneyland) orange groves. I left LA in 1977, and a lot of that was disappearing. Been there lately? Everyone that I know who still lives there REGRETS that planners and decision-makers were not more careful about opposing development and supporting unrestrained growth. It is YOUR job not to |
| 1 | I would hope, notice I said hope that the planning commission would tell the commissioners that this is a poor selection of future needed land. Out of all of clackamas county surely there is more to choose from.   |
| 1 | I would like assurances that the county commissioners will listen to their constituents in total, not only the few landowners who will profit in the short run at the expense of our region in the long run.  |
| 1 | I would like notice of all hearings, meetings, and other opportunities to provide input.  |
| 1 | I would like notice of all meeting dealing with this issue to be published so the residents of Wilsonville have ample opportunity to voice their opinions.  |
| 1 | I would like the county commission to stop wasting our tax dollars to give special privileges to certain of their cronies. This s a manufactured issue.   |
| 1 | I would like the public to know what entity is driving this development request. There is not enough public information about the reasons this action is being proposed.  |
| 1 | I would like to be on the notification list, particularly for the Springwater Road area, which I am directly affected by.   |

**Count    Response**

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- 1        I would like to know any decisions made and who supported that decision so I can decide my vote for or against decision makers and spread the word.
- 1        I would like to know exactly who is pushing for these designation changes and why. I frankly do not believe this is simply a planning process coming from the county.
- 1        I would like to know how each member voted with regards to the reclassification. I would like to know what use the land would provide if reclassified and who currently owns the land.
- 1        I would like to know how many acres of land in each of the 3 areas is on the farm tax deferral system. I would like to know the tax lot numbers and property owners.
- 1        I would like to know how much industrial land is currently vacant.
- 1        I would like to know how much the county is going to make for its coffers by destroying more land.
- 1        I would like to know how this is up for discussion after it already having been decided in the courts.
- 1        I would like to know what language is included if the land is removed from Rural Reserve to protect Dietz Airpark (OR40) from non-conforming development on the adjacent property.
- 1        I would like to know who benefits from these changes in designation and who will be ultimately paying for the full infrastructure costs -- decreased safety, loss of quality of life for urban and rural residents of the county, increased congestion, increased demands on county and non-county resources and infrastructure, etc.
- 1        I would like to know who benefits the most from these developments. Certainly not the farmers. Who is going to pay for the infrastructure that these new developments would require? The taxpayers!
- 1        I would like to know who is pushing the review process so soon after a review has just been completed--if they are an elected official, they need to lose their next election.
- 1        I would like to know why the Clackamas County Commission suddenly refuses to work with Metro and the city of Wilsonville who oppose their efforts to overturn a two-year-long public input process that resulted in reserves agreements between all three.
- 1        I would like to know why you think it is important to reverse a decision that was well-thought out and researched.
- 1        I would like to see the commissioners who received campaign contributions or any other monetary considerations from the Maletis family recuse themselves from this process.
- 1        I would like to see the data from this survey compiled and made public. Thanks for doing an open house, but a compiled data set is also interesting and valuable to understand the views of the community.
- 1        I would like to think that the people have a voice - that this is not a top down decision. Jane Domagalski 503-266-9440
- 1        I'd like to know which elected officials have voted for the reserve designation to be lifted. I would also like to know continued actions I can take to prevent the reserve removal.
- 1        I'd like to see Commissioners return Maletis money and look at the big picture - why would someone move here?

**Count    Response**

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- 1        I'm very concerned about how the traffic on and around I-5 is going to be managed in Wilsonville. The roads within Wilsonville around the I-5 entry/exits are getting more and more crowded, not to mention the insane traffic on I-5 itself in the Wilsonville corridor.
- 1        Identify in parallel the proposed infrastructure improvements to support the proposed development areas. Without that, these re-designation efforts are a complete waste of time at best, or a cynical effort to increase development density without providing the required infrastructure, which would significantly degrade quality of life for almost everyone except developers.
- 1        If in fact re-zoning occurs, I would like to know the contingencies, the approved usage of these spaces - including what is projected to happen with these spaces both long term and short term... and with consideration of population increase. I would like to know what effects this will have on our natural resources as well as our existing facilities to provide excellent living standards for our community and for any additions to our community and how this will be developed / handled. I am curious as to how the finances will be absorbed, what will be sold and for what purposes. Where those funds will be circulated and how. I am fearful as to the ever shrinking open spaces and the charm of what makes this area so very special. When you take away the very essence of what makes this place so special what are you adding to this area that would make it even more-so special or wonderful? Another Walmart or Shopping center makes this area just like any other area. I believe that the people
- 1        If this stunt succeeds the only jobs it will create will be the dozens of lawyers our neighbors will retain in filing lawsuits. Preserve the farmland and economy of French Prairie, Oregon's best agricultural lands. Our region has more than 8,000 acres of industrial employment lands just sitting idle - develop what we already have. Developing south of the Willamette River will cost at least \$600 million for new roads alone and make traffic on I-5/Boone Bridge area much more congested. Don't reward land-speculators who want the public to underwrite their costs, so they can personally reap the profits. Respect the thorough, two-year-long public-process that produced both urban and rural reserves, by committing to those designations and providing certainty for investment.
- 1        If you change the designations what would the new designations include? Mixed use? High density? industrial? what kind and in what areas.....I live in one of the impacted areas by your map ( Arndt Road almost to Butteville....)and live in Marion County, will that change? Is Marion County on board with the changes?
- 1        I'm just done with all the growth
- 1        Impact to wildlife, how do farmers feel about this, what would happen to the already gridlocked roads.
- 1        In addition the goals for development or employment and housing totally contradicts the type and character of the community into which all citizens purchased
- 1        Information on any decisions jeopardizing what we have now.
- 1        Information required to show need[double underlined] to expand industrialization.
- 1        Is this being requested? Where is the data supporting this need?
- 1        Is this legal? Who is calling for it and why? They should be required to submit data to support their views.
- 1        It appears this is purely a politically idea, motivated by monetary contributions to their campaigns. We need the rural reserves and don't need the land to be developed. We continue to expand and ruin the Oregon we have in the past so carefully protected with our good planning.

**Count    Response**

|   |   |
|---|---|
| 1 | It needs to be noted that land values and rents are skyrocketing in Portland. There is a growing number of people that looking for more affordable housing further out and jobs to go with the area they can afford to live in so they don't have to commute for an hour each way. Just because land is available in urban reserves elsewhere does not mean that all job creating businesses can afford to locate in the existing urban reserves as they are used down. It makes sense to have more than enough available to keep prices down. Manufacturing jobs that moved to china won't come back unless businesses can make it here. |
| 1 | Just to hear that this effort, and that of the politicians who are supporting this move, against the wishes of their local constituents, has been defeated.   |
| 1 | Justification for spending of taxpayer money promoting the Malitis Bros. development schemes.   |
| 1 | Keep rural reserves in place Not every piece of open land needs to be set aside to develop  |
| 1 | Keep them rural.  |
| 1 | Langdon Farms is the best!!   |
| 1 | Leave it a line   |
| 1 | Leave these areas alone.  |
| 1 | Let the voters decide. The local people know what is happening and needed in these areas. This is farm land and forestry land that is also supply multiple jobs for Clackamas County.   |
| 1 | Let's make a final decision and stop trying to reinvent the wheel.  |
| 1 | Lets let metro keep decision making on the land not county Boards   |
| 1 | More info about traffic impact To Boone Bridge and campaign contributions to John Ludlow and Tootie Smith.  |
| 1 | Much more inclusive and timely notice of community meetings, hearings and other processes.  |
| 1 | My mind is made up.   |
| 1 | NA  |
| 1 | NO  |
| 1 | Need more time for public input.  |
| 1 | Need to expand the UGB for more industrial land and less residential density.   |
| 1 | No information will change my mind. No additional discussion.   |
| 1 | No more information is needed as this has been a settled issue except that the answer doesn't please Ludlow. We resent our tax payer's money being used to pay for this study in an attempt to, once again, do an end nun   |
| 1 | No more urban development.  |
| 1 | No need for me to as for additional information. This has been studied to "ad nauseam"  |

| Count | Response  |
|-------|---|
| 1     | No no at this time  |
| 1     | None - my mind is made up.  |
| 1     | None at this time.  |
| 1     | None leave the space alone  |
| 1     | None!   |
| 1     | None.   |
| 1     | None.   |
| 1     | None. No information will change my mind.   |
| 1     | None. There should be no need for discussion.   |
| 1     | Not sure.   |
| 1     | Notices of county decisions in future potential development   |
| 1     | ODOT indicates that the south metro I-5 corridor and Boone Bridge are at maximum traffic capacity. Developing the French Prairie Rural Reserve may have further impact on traffic.  |
| 1     | Once land is developed it can never be reclaimed. I'm all for development, just do it in the right place.   |
| 1     | Open public discussion. Listen to your constituents and what they believe would be the best use for these lands.  |
| 1     | Oregon's land use planning to minimize urban sprawl is essential to community livability. With relatively tight urban boundaries, the regions that can be developed will retain prime value. Given the growth of the Portland metropolitan area, limiting urban sprawl is essential to maintain Oregon's (rural) character. |
| 1     | Other reserve areas you considered but didn't choose to review  |
| 1     | People who stand to gain a lot of money should not be able to sway the county. This should be taken into consideration.   |
| 1     | Plans - documentation of need - development of transportation corridor  |
| 1     | Plans for services to accommodate higher density.   |
| 1     | Please DO NOT do this! Leave it rural reserve   |
| 1     | Please consider current roads and traffic situation.  |
| 1     | Please don't develop these areas, especially south of Wilsonville. Traffic is awful, and congestion continues to get worse with every new development built. It will be the nail in the coffin for this beautiful area we call home. I vote NO. Preserve it!  |

**Count    Response**

1        Please explain clearly that an undesignated lands would not be likely to be developed anytime soon? What would that timeline be? 5 years? 25 years? 50 years? Terminology of "not to be developed anytime soon" appears to be very misleading when placed at the beginning of this questionnaire. I do not think that adequate notice of this impending decision by the Board of County Commissioners has been given fairly to the public, including the very hard to find notice of these public workshops/meetings that are buried in the County's website. This is clearly a process violation and is a disservice to all Clackamas County citizens.

1        Please keep me informed of all timelines and decisions: Linda Cullison 24280 S. Skylane Dr. Canby, OR 97013 jimandlinda@canby.com

1        Please think carefully about this decision. We already cant get from point a to point b without it taking twice as long as it should.

1        Please, no industrial area development south of Boone Bridge.

1        Preserve the farmland and economy of French Prairie, Oregon's best agricultural lands! Developing south of the Willamette River will cost a ridiculous amount of money and will make traffic on I-5/Boone Bridge worse than it already is. Our region has more than 8,000 acres of industrial employment lands just sitting idle. Let's develop what we already have before we look at destroying our precious farmland. We should not reward land-speculators who want the public to underwrite their costs, so they can become rich(er) by destroying our farmland. This farmland is something unique to our area and Oregon that can never be recovered if development is allowed. Please respect the thorough, two-year-long public-process that produced both urban and rural reserves, by committing to those designations and providing certainty for investment.

1        Preserve the farmland and economy of French Prairie, Oregon's best agricultural lands. Our region has more than 8,000 acres of industrial employment lands just sitting idle – develop what we already have. Developing south of the Willamette River will cost at least \$600 million for new roads alone and make traffic on I-5/Boone Bridge area much more congested. Don't reward land-speculators who want the public to underwrite their costs, so they can personally reap the profits. Respect the thorough, two-year-long public-process that produced both urban and rural reserves, by committing to those designations and providing certainty for investment.

1        Protect French Prairie.

1        Protect our farmland! Once it's paved over it is gone forever.

1        Public already voted against removing rural reserve designation years ago - shouldn't keep coming up to satisfy a handful of those who insist on getting their way. Why are we even put in the position to make decisions on what has already been voted down by the public?

1        Public vote - I think WE should have a vote - NOT just the politicians, also Marion Co. needs to be active in this process.

1        Publish the decision-making process - transparency!

1        Quit F'ing around and finish the Carver Bridge. The County has proved with this project (2 years late in completion) that you are incompetent to do anything. I have no faith in you what so ever.

1        Reasoning for use of this land - where other land is available already zoned. Any consideration given to home owners in neighborhood. Land south of River is supposed to be zoned as Rural.

1        Remove Chair Ludow and Tootie Smith from the commission.

| Count | Response  |
|-------|---|
| 1     | Removing designation will only provide a few people the opportunity to get more wealthy on the rural back   |
| 1     | Road plans and population density currently in the southern part of the UGB.  |
| 1     | Seek existing urban lands for economic development.   |
| 1     | Some description of why you think additional development is more important than food, and what the reasoning is. Without a strong amount of information swaying me otherwise, I can only continue to argue that rural reserve areas should be kept, period.   |
| 1     | Springwater - Why is this area chosen? Just because a couple business people has asked for the change? Sure!! Have them clean up the berry bryars on the property they have already!!! and tansy!!! Can not express the ill[double-underlined] feelings of this area to be chosen! Please do not do this change here!! There is a lot of land in area that can be used.   |
| 1     | Stop all this craziness   |
| 1     | Stop trying to change the plans that everyone worked so hard on   |
| 1     | Suggestion: Agra Bisness is a multi billion dollar business in Oregon Jobs. Taxes, canneries, etc. Bild your industry and a town on sage brush land East of the mountains where agra (Biss, Industry) is barely sustainable. No Farm No Food  |
| 1     | THE LOCAL CPO'S AND HAMLETS SHOULD HAVE HAD A CHANCE TO WEIGH IN.   |
| 1     | Talking and listening to those folks on the land, wildlife, bees, trees. I'd like to KNOW the enviro nmental impact, carbon footprint for the expansion idea, like to know full disclosure of plan impetus and impact to local residents. Like to know appropriate use for lands currently designated industrial and show a need for expansion based on each off areas already available. Big big picture.  |
| 1     | Tell me how I can give input  |
| 1     | Tell the commissi oneers to do their job and to quit wasting taxpayer funds on tring to chane Rural Reserves.   |
| 1     | Tell us why there were just a select few people that were told about these meetings. What were you hiding that you didn't want all the people of the surrounding areas to know. Yes, I have children, grand children and great grand children. They can make their own decisions for themselves, they don't need you to decide which apartment building or which corporation is going to build offices on their forefathers farms. Your "planning " will only provide for the deep pockets now like the Maletis Bros. If it were to the people and they could vote on this then so be it. If the commissioners go ahead and decide to take the land then we can take them at the polls. It will only be after the fact but they will hurt then as we would now. |
| 1     | Thank you for gathering public input.   |
| 1     | That the county commissioners respect the process that designated these lands as rural reserves.  |
| 1     | That you have dropped this charade!   |
| 1     | The French Prairie Rural Reserve is an important region as it abuts the I-5 Corridor entry into acres of suburb and industrial offerings. As a Wilsonville business owner, let vacant commercial space fill up first before destroying valuable farm land and adding to present congestion!   |

**Count    Response**

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- 1        The Springwater area is too congested as is and we don't need business in that specific section of land. I like the land to stay rural.
- 1        The State of Oregon has already designated this as rural reserve. It is not appropriate for Clackamas County to remove the rural designation from this area.
- 1        The Wilsonville area also includes some of the French Prairie area - and we should strive to save that as long as possible
- 1        The area east of Canby as described in the Rural Reserves Review of June, 2016 is adjacent to an active, state-registered private airstrip, Dietz Air Park, OR40. Any development in this area needs to conform to Section 712 of the Clackamas County Zoning and Development Ordinance for private use airports, which implements Oregon Revised Statutes (ORS) 836.600 through 836.630 as relates to private use airports. This section provides for the continued operation of private use airports and reduces the potential for safety hazards for property and for persons on lands near the airport. Tall structures and dense residential neighborhoods beneath the airport overlay zone and imaginary surfaces create a safety risk both to air navigation and to people on the ground.
- 1        The areas were designated rural reserve to maintain the livability of the area do not change that.
- 1        The arguments used to reclassify these lands are motivated by money and special interests. Interestingly, one of the county commissioners only a few year ago was concerned about "Portland creep". What could any of this be called but the same thing!?! The disingenuous arguments used to justify change in designation for these areas are disappointing to say the least.
- 1        The children have no idea what a farm is or where their food comes from. Instead of taking farms and open spaces away help the farmers. Provide money for the small farmers to keep there farms in operation instead of taking them
- 1        The commission has pursued developing the French Prairie area by getting special bills passed in the legislature. It was a bad idea then and it is a bad idea now. Please listen to the neighbors of Wilsonville, Charbonneau and Aurora.
- 1        The potential of what type of property would end up being built IE Industrial, residential ECT...
- 1        The process has been thoroughly vetted time and time again. It would behoove the Board to listen to the constituents who have given them their trust as they agreed when they were elected.
- 1        The reasons for continuing to review the South Wilsonville Area should be examined in depth]. Several times this topic has been reviewed and redesignation denied. How can this topic continue to merit the expenditure of resources (time and \$) in the face of past experience?
- 1        The rural areas are important! Don't take them away just for more housing. We need spaces that allow us to relax and breathe. Adding to the area will only add congestion and frustration.
- 1        The schedule.
- 1        The severe conflict of interest between the Maletis brothers and the Clackamas Commissioners is alone sufficient to kill this proposal.

**Count    Response**

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- 1        The short term future of a few individual property owners wishing to profit from the development of their land is greatly outweighed by the long term needs of those who will need food in the years to follow. Who will feed your children?
- 1        The traffic in the Wilsonville corridor on I-5 is already a mess. Our state is deeply in debt this is crazy to propose even more debt to benefit greedy developers who want to take our farm land!
- 1        The wetland east of Blount Rd.. I would like to see this kept as a wetland for birds, geese, and ducks. Seen as many 2500 geese feeding on the grass in the flood waters in the winter. I have lived there for 73 years, many years water is deeper than the fence post. It starts in Nov and still has water in June or July. They're on many spring on side hill low land feeding. This would also fit in with Diets Air Park south of wetlands. There is also an inactive fault under the wetlands. Oregon State geologist ran seismic test on our place about 15 years ago and found the fault.
- 1        There is an appearance of political manipulation by several Clackamas County Commissioners! by the parties interested in the expansion south of the river!
- 1        There is no need to re-open what had been carefully developed during the 2+ year process with Metro to assess and to designate various lands. Why throw all of that out the window? Just to appease some investors and to subvert the process to the whims of politics? Enough! Please! Thank you.
- 1        There is no need whatsoever to review anything and to continue to waste my tax dollars on this farce! If anything should be reviewed it is the results of the two year public input process resulting in the French Prairie Reserve 2010 designation!!!!!! Stop this FARCE!!!!
- 1        There is no reason to use raw-land for development when there are places that can be repurposed for much less in taxpayer money.
- 1        There is plenty of industrial sites that are sitting empty and in need of redevelopment. Redeveloping these sites makes more sense than taking valuable rural lands and covering them with steel and concrete.
- 1        There needs to be additional planning in terms of the info structure that goes with this type of development
- 1        These Langdon Farm owners knew when they bought the property that only a golf course could be developed on this property.
- 1        These are preserved areas for a reason!
- 1        These areas support the larger agricultural industry and are vital to its long-term viability. They should remain Foundation Agricultural Lands.
- 1        This issue was already decided by the county. The county needs to stop wasting taxpayer money in pursuit of a change that will benefit rich campaign contributors to the detriment of citizens/taxpayers. Stop wasting time and money. Save important agricultural land.
- 1        This proposal is a thinly masked attempt to serve the interests of a few landowners in the French Prairie area south of the Charbonneau Development against the expressed will of the citizens and city Government of Wilsonville and is being pursued at considerable expense to county taxpayers, who are being deceived as to its necessity and motivation. It needs to be dropped now.
- 1        This seems to me just to be a ploy to somehow enhance certain commissioners political careers by "fighting" the establishment. As the change would only "Portlandize" the areas, I find it extremely distasteful.

**Count    Response**

|   |   |
|---|---|
| 1 | Traffic congestion is becoming a problem in the town of Canby. Increasing property open to residential will continue to hamper the livability of Canby.   |
| 1 | Traffic control. Our traffic congestion in Wilsonville and the surrounding area is horrendous. We need better infrastructure to support any future development.   |
| 1 | Traffic is bad enough as it is. One of the reasons we moved to this area from California is all of the nature areas. What a shame it would be to see them go..  |
| 1 | Transparency about the involvement in the process of Maletis brothers and any others who bought property with full knowledge that it was within rural reserves. If one does that, they should accept the rules and limitations that go with the land.   |
| 1 | Unbiased, common sense, and factual input.  |
| 1 | Unfortunately money is more important than protection of land. Traffic will be significantly impacted and the people of Wilsonville simply do not want this.  |
| 1 | Use some reason[underlined] when suitable land still exists - whatever caused this issue to rise - point only to one reason - human greed!!   |
| 1 | Using the state legislature to override local decisions should not be tolerated. I oppose any change in current designations that could give a leg up to developers in the future. Let any decisions be made with a known outcome is in the mix. You must report to the Board on 8/3 that there is great opposition to the proposal and that it must stop now!! |
| 1 | Valuable farm land not addressed traffic... How[underlined] did you[underlined] decide land S. of Wilsonville was ripe for development?   |
| 1 | Vote of the people, not boards! Properly managing the current tax dollars, NOT spending it on non-essential items. Traffic, traffic, traffic! Fix that first. You all (City and County Boards) have/area ruining the city!!!  |
| 1 | WHAT need is there?   |
| 1 | WHO stands to benefit personally and economically from the changes. What the impacts to the farming economy and community will be.  |
| 1 | We are aware of what is going on here.  |
| 1 | We forget that we need to GROW food. It doesn't magically appear. We need good farm land to stay low cost. This would push development out into our farm land area, raising the price of the land. It will make it too difficult for farmer to afford to grow out here. Food is literally being pushed out of the country because of developments like this.    |
| 1 | We have so much I/5 traffic already. Why should taxpayers post the bill for the Melitas Bros?   |
| 1 | We need rural areas preserved.  |
| 1 | We really do not have the infrastructure to support more people nor should we. The nature preserves are there to protect our nature, to preserve our wild spaces. Keep it that way.   |

**Count    Response**

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- 1        We will attend the August 3rd meeting and would like to be informed by U.S. mail of all future meetings and decisions. Rex and Linora Smith 19433 S. Bakers Ferry Rd. Oregon City, OR 97045 503-631-7169 Home 503-320-9013 Cell
- 1        We will lose a ton of Wilsonville residents if this passes. Not only will it congest Boone Bridge even more, but it will put a ton of pressure and traffic in the City of Wilsonville and the City of Canby. Our schools are already full enough and with the possibility of urban growth with the removal of the reserve designation, I absolutely 110% DISAGREE with the removal of the designation.
- 1        We're already bursting at the seams and need to put a hold on more development. For our children's sake.
- 1        What Infrastructure are being looking at to accommodate the increased traffic. What kind of development will be allowed. I like the farms around the Canby Aurora area which is why I moved there. Don't want it to change
- 1        What alternatives are there for development that have already been approved in the county
- 1        What are you contemplating for these lands? Industrial? Commercial? Residential? What influence do the political contributions have on the redesignation of these lands?
- 1        What areas in the county are already "undesigned".
- 1        What else can Oregon citizens do to insure that these rich agricultural lands are not developed?
- 1        What happened to the state law protecting rural reserves for 50 years? What about the need for ag?
- 1        What is the criteria for selecting areas for removal of their "rural reserve"? What will be the effect with the loss of the Prairie agricultural area with increase of industrial development?
- 1        What is the real reason for wanting to do this? Let's be honest about it.
- 1        What plans does the county have in place to correct our traffic issues in Wilsonville and the surrounding 15 areas?
- 1        What will be done to improve traffic over Boone bridge I-5?
- 1        When do we get to vote [boxed] on this? The people who live here and will be most affected by the proposed changes. What does "undesigned" mean? Why are we re-reviewing what was reviewed in 2008-10?
- 1        When meetings are being held and if / when public comment is accepted.
- 1        When will enough be enough! Wilsonville has protected wetlands are you going to unprotected those too. There is good reason we protected land from big developers we need the city to stay strong and keep the vision that Wilsonville residents all have for our community. More business parks and commercial building is not and had never been a part of that vision. Please do not allow this.
- 1        When will the Govt come out with a plan to...
- 1        Who are all these people that are giving money to the Commissioners to change the reserves status so the current owners can sell out and get filthy rich ?????
- 1        Who are the big winners in the redesignation of the land.

**Count    Response**

|   |   |
|---|---|
| 1 | Who is behind this movement to develop this area? I think names should be published so that the public is better informed.  |
| 1 | Who is behind this ugly proposition?  |
| 1 | Who is behind this. Who stands to gain when land is sold for industry.  |
| 1 | Who is funding this -   |
| 1 | Who is looking at traffic numbers? The I-5 bridge in Wilsonville is already a horrible bottleneck. Do NOT make it worse!  |
| 1 | Who is paying for commis. votes?  |
| 1 | Who is pushing this besides certain commissioners   |
| 1 | Who makes the decision? The people affected should be able to decide, not developers or commercial interests who don't care about the quality of life for residents. Why are we reconsidering what was already reviewed 2008-10?  |
| 1 | Who owns the land in each of the 3 areas? (Who are the major landowners?) What contribution have major landowners in each parcel made to local politicians? What other options area available? If the land in any of the 3 regions is not changed to undesignated, then what are the options? Chris Heydemann 503-475-7316<br>chris@heydemann.com |
| 1 | Who the land owners, developers and entities are that benefit from these suggested changes.   |
| 1 | Who thought this one up? The voters can take it from there. Bad Idea!   |
| 1 | Who will benefit greatly from the change? Not the public - speculators who bought earlier with their plan -   |
| 1 | Who [triple-underlined] benefits from change?   |
| 1 | Whose money valued  |
| 1 | Why Are You Doing This! This Question was Settled in 2009. Listen to The People. Keep This Land As Rural Reserve! This Land Should Never [heavily underlined] Be Urbanized!   |
| 1 | Why are "a couple" of members pushing so hard for the removal of the rural reserve. Is it related to political contributions?   |
| 1 | Why are even talking about these rural reserves. Alot of citizens time and taxpayers money went into establishing urban/rural reserves. Read transcript of August 17/15 "Employment Lands Needs Decision". Enough 'low hanging' land available for 1100 acres. Tootie is too eager to support south of Wilsonville. We all know why.              |
| 1 | Why are you considering this. We have a many lots of urban reserve property to be used before adding more. I know there is a marijuana grow operation on a large piece of property next to Tooze road that should be used before any other property is brought into the urban reserves.   |

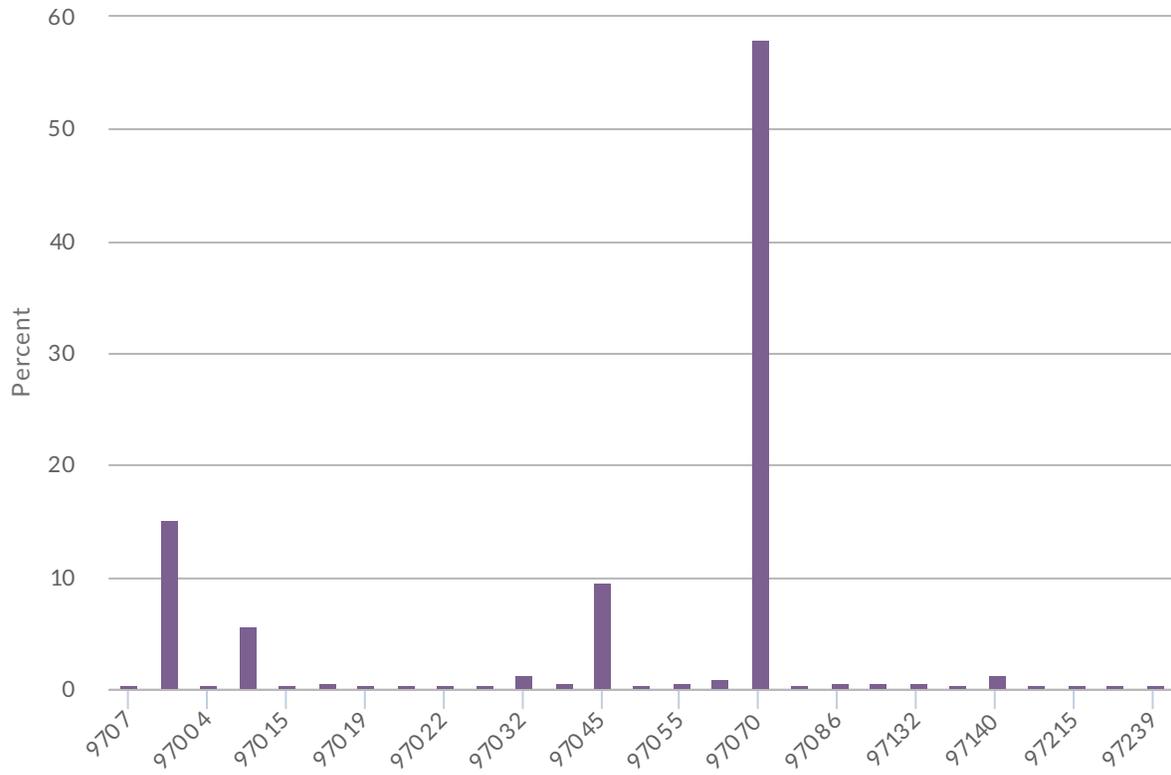
**Count    Response**

|   |  |
|---|--|
| 1 | Why does the county want to pay to overturn decisions already made by bodies tasked with making these decisions? Why so little and such short notice on public hearings on these issues? Does the board of county commissioners have a hidden agenda?  |
| 1 | Why has it reached this point before the PEOPLE have a say. How close are we to the 75% of undesignated land now? Who pays for infrastructure?   |
| 1 | Why is the Airport Rd. Area being considered? It doesn't meet the criteria questions. It fails many if not all.  |
| 1 | Why is this at the county level - there is the state and Metro. Stop wasting tax dollars.  |
| 1 | Why is this being looked at right now? I thought the whole process of designating rural reserves was done not all that long ago.   |
| 1 | Why is this coming up again even though this has been settled several times before?  |
| 1 | Why now? Is this just part of the bureaucratic busy work to justify planners jobs?   |
| 1 | Why on earth are you going through all this effort when you claim that it is a longer term need. You need employment lands now you say but you really think undesignated is going to be protected for long.  |
| 1 | Why this area makes sense due to the infrastructure needed and distance from other development, UGB and other developments.  |
| 1 | Why would I like to have additional information when I don't have confidence in the information provided to this point? I have plenty of reliable information from other sources that convinces me that there is no need to remove the rural reserve designation for these lands, especially those south of Wilsonville. |
| 1 | Why, just seven years later, this is being discussed again.  |
| 1 | Will the south of Wilsonville option include the Langdon Farms golf course? If it closed and was replaced by an industrial park, it would greatly increase the traffic on Airport Rd., and adjacent streets. Also it would greatly impact the property values in Charbonneau   |
| 1 | Wilsonville is already developing Coffee Creek area.   |
| 1 | Would like residents of the areas under consideration to be directly notified of ongoing hearings and progress.  |
| 1 | Would like to know about additional public review opportunities in the future.   |
| 1 | Would like to see the county fully acknowledge this is being driven by the interest of the Maletis brothers. I would like to see a list of their contributions to the CC Board of Commissioners. We are in an era of transparency. Get with the program!!  |
| 1 | Would the Maletis brothers like this kind of development in their area? For them it's all about money.   |
| 1 | You are dodging the law by postponing the steps that need to be done to implement the reserves that were passed in 2010 so you can pull more land out of the rural reserve before the bill is approved. You are using it as a do-over or land grab in direct conflict with the intent of the original bill.              |

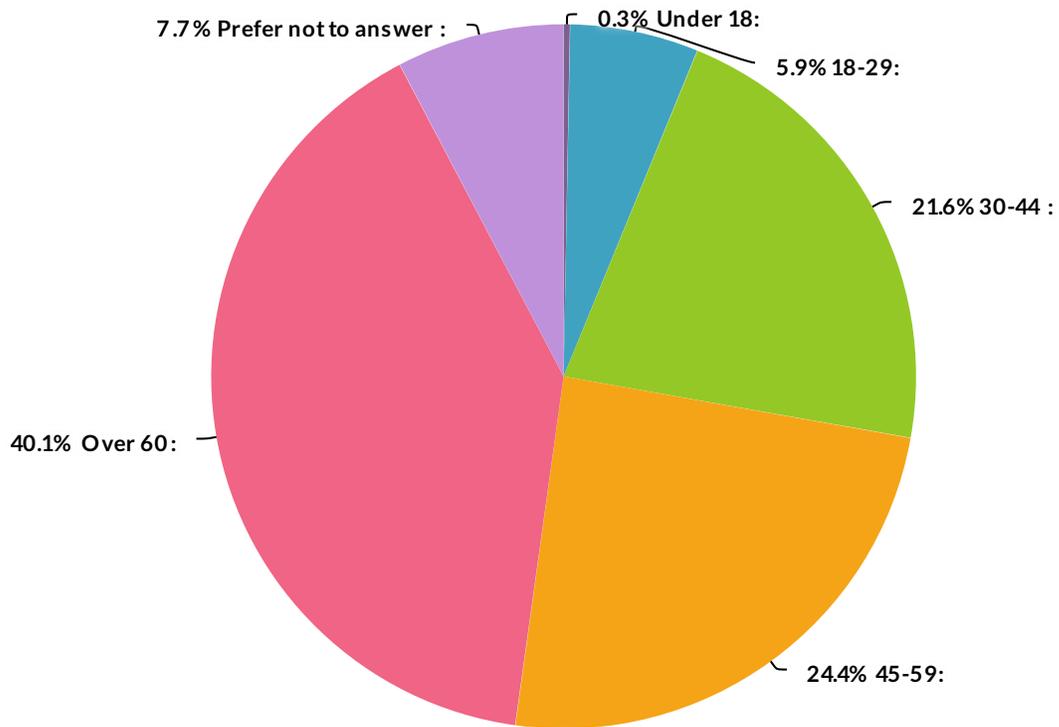
**Count    Response**

|   |   |
|---|---|
| 1 | You must do a traffic study. Come now in the summer and watch the chaos that ensues. From the Hattan/Springwater interchange, it can take 15 minutes just to get to 224 past the bridge. The area is too packed in and has no way of expanding (the bridge was already redone and it hasn't helped).  |
| 1 | better information to the neighborhoods - we were not aware of the meeting at the Harding Grange.   |
| 1 | fees paid by Miletis Bros to Ludlaw in any capacity campaign contributions by Miletis Bros to Ludlaw campaign contributions by Miletis Bros to comstin[?] Smith. Consultants always [underlined] come up with the result those aren't who hires them!   |
| 1 | its not just the immediate area residents affected but also others further out. This was the first I've heard and would like to have information as when decisions (and public meetings) are made. I only heard about this via a comment on a neighborhood website.   |
| 1 | maps of these areas on the county's employment lands website page   |
| 1 | none  |
| 1 | none.   |
| 1 | public vote   |
| 1 | the county is only looking at money for them and more empty warehouses and stuff.   |
| 1 | the increase of traffic in area, lack of housing, and the priceless farm land should all be considered in this conservation effort of the rural reserve area.   |
| 1 | we don't need more buildings when there is very few areas with large land-leave us some green in oregon and keep the country the country and the city the city if people who live here wanted that we would move to the city-go away and leave us alone and quit trying to help the brothers make more money it is all about greed!!!!!!!!!!~ |

## 9. What is the zip code at your home address?

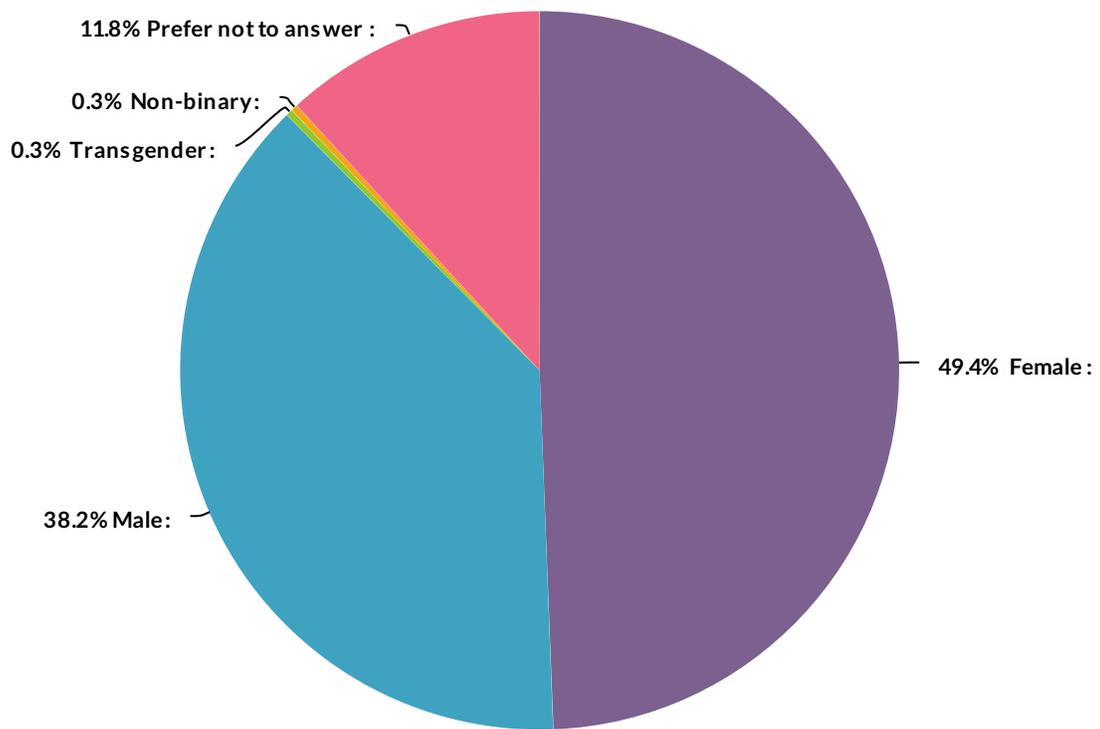


## 10. What is your age?



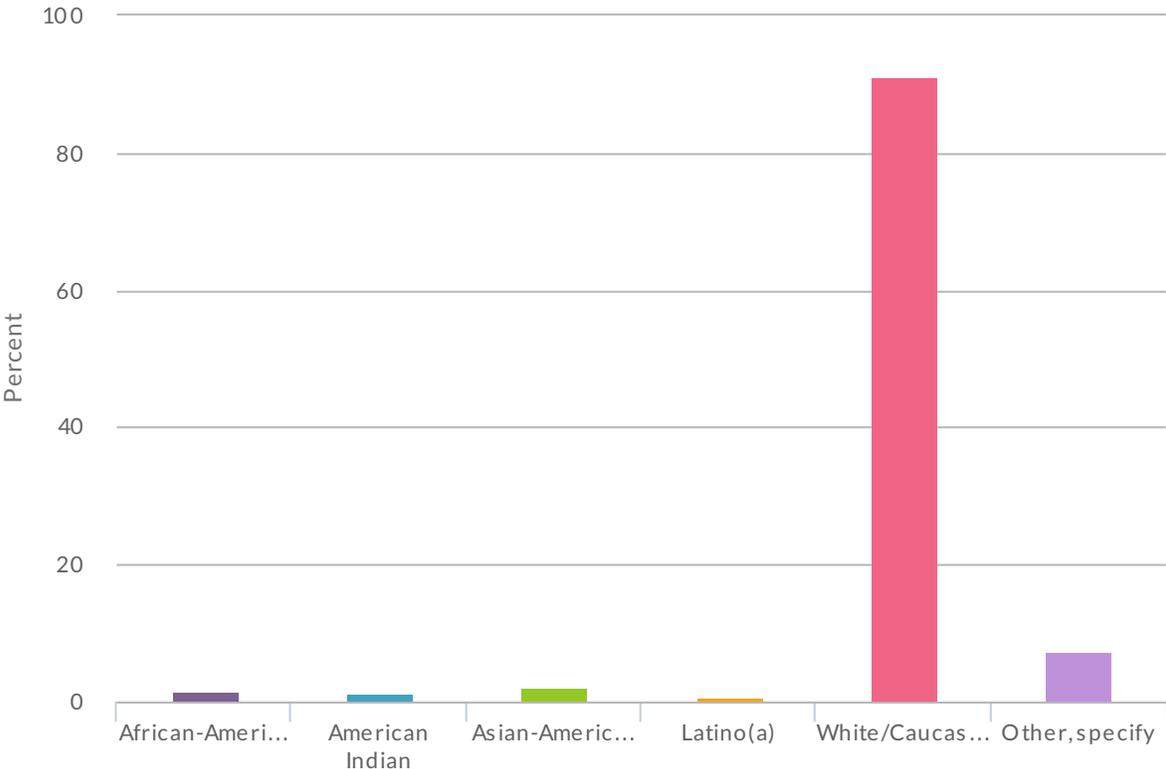
| Value                | Percent | Count      |
|----------------------|---------|------------|
| Under 18             | 0.3%    | 1          |
| 18-29                | 5.9%    | 19         |
| 30-44                | 21.6%   | 70         |
| 45-59                | 24.4%   | 79         |
| Over 60              | 40.1%   | 130        |
| Prefer not to answer | 7.7%    | 25         |
| <b>Total</b>         |         | <b>324</b> |

## 11. Which gender do you identify with?



| Value                | Percent | Count      |
|----------------------|---------|------------|
| Female               | 49.4%   | 159        |
| Male                 | 38.2%   | 123        |
| Transgender          | 0.3%    | 1          |
| Non-binary           | 0.3%    | 1          |
| Prefer not to answer | 11.8%   | 38         |
| <b>Total</b>         |         | <b>322</b> |

## 12. What ethnic group do you consider yourself a part of or feel closest to? (select all that apply)



| Value                           | Percent | Count |
|---------------------------------|---------|-------|
| African-American/Black          | 1.6%    | 5     |
| American Indian                 | 1.3%    | 4     |
| Asian-American/Pacific Islander | 2.2%    | 7     |
| Latino(a)                       | 0.6%    | 2     |
| White/Caucasian                 | 91.1%   | 286   |
| Other, specify                  | 7.3%    | 23    |

| Other, specify                                  | Count     |
|---|-----------|
| Prefer not to answer                            | 3         |
| American  | 2         |
| prefer not to answer                            | 2         |
| American/Citizen/Voter                          | 1         |
| Come on, this area is white                     | 1         |
| Hinez 57  | 1         |
| Norwegian                                       | 1         |
| Original American scotch Irish German           | 1         |
| Scandanavian                                    | 1         |
| White/Caucasian (no radio buttons on my survey) | 1         |
| all of the above                                | 1         |
| human   | 1         |
| human race                                      | 1         |
| mixed   | 1         |
| not applicable                                  | 1         |
| this is not relevant                            | 1         |
| <b>Total</b>                                    | <b>20</b> |

French Prairie

To Clackamas County Planning Commission

Re; Development of French Prairie Rural Reserve

To Whom it may Concern;

I do not live within your jurisdiction, but have valid concerns about the proposed removal of 800 acres, just south of the Boone Bridge, which runs South to the County line on Arndt Rd.

My name is Donald Saxton, and I live in Donald, Oregon. I also happen to be a City Planning Commissioner.

This proposed removal of this land for industrial development is most disturbing to the residents who will be directly impacted by it. Not just my Town, but surrounding cities like Aurora, and Hubbard, who will feel most of the inevitable growth such a development.

I'd like to know, and I feel I speak for many here, Who EXACTLY is pushing for this area to be developed??

I know there were whispers as early as 2012 that the Port of Portland was in talks with the State Aviation Authority about possible transfer of Aurora State Airport to the Port, so they could develop it into a regional Airfreight facility, to relieve congestion at PDX. The plan was small regional air freight airplanes like Fed Ex, UPS, DHL would use this airport then sort and load trucks to haul loads to PDX for loading onto larger Planes for more distant destinations. We've seen development at the airport already, in the form of an actual Control Tower, and recently Hubbard Cutoff has had construction to expand traffic flow while at the same time, closing Keil Rd, directly South of the Runway( possibly for lengthening?).

As Friends of French Prairie noted, ODOT has already said I-5 South of Wilsonville is at maximum traffic capacity, with costs to accomodat any more costing upwards of \$500,000,000.00 to replace or build another alternate bridge to cross the Willamette River.

There is other developable land either currently zoned or available for re-investment for Industrial use.

If this was to be developed, would Clackamas County offer to pay for the infrastructure to support the development? I seriously DOUBT IT.

The development costs would ultimately be borne by residents of Marion County. I doubt the development impact would be kept within Your County, with enlarged road to Canby. In my towns case, with the rapid growth in population, we would essentially end up either bankrupt, or having to explode our property Taxes to pay for infrastructure we currently contract with Marion County, not to mention an already overtaxed Water and Sewer system. You would reap the taxes, but we in Marion County would bear the burden of providing infrastructure to such a development.

In closing, I wish you consider this move carefully, and hopefully leave this relatively insignificant parcel of land as the State Agencies intended it to be---RURAL.

*Donald Saxton City Planning Commission  
for Donald, OR*

Page 1

*P.O. Box 668  
Donald, Or 97020  
(971) 272-7644*

June 28, 2016

To: Clackamas County Board of Commissioners

From: Dana Richmond 7400 SW Lakeside Loop Wilsonville, OR 97070

SUBJECT: RURAL RESERVES

To whom it may concern:

I can't believe that I keep writing these letters, and that Clackamas County citizens keep showing up at town meetings, county meetings and state meetings---continuously saying that they want the Rural Reserves Protected.

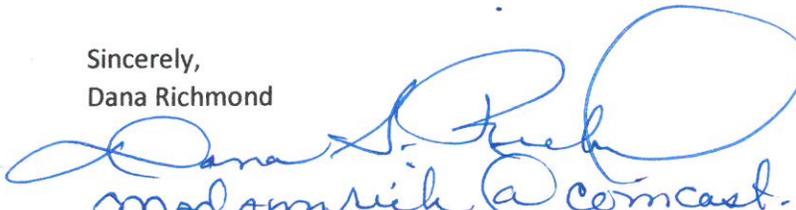
We have plenty of land to develop—over 8,000 acres, and it is because of a few people that want to put more money in their pockets, and the few commissioners who have received money from those people that this conversation is pursued. Please, stop!!!!

1. Regarding French Prairie, the I-5/Boone Bridge can't take any more traffic. The congestion is already dangerous and intolerable. It is at maximum capacity.
2. Our farmland is important and this is prime agricultural land. To develop it with warehouses, big box stores, housing development or other development will ruin the beauty that exists just outside of the Portland boundary. Our farmland is why Oregon is so beautiful. Our agricultural industry is successful. Don't rezone it and make the land so expensive that the industry can't succeed.

Take a look at the beautiful agricultural areas of Silicon Valley—they are no more. They were pushed out by development. Now those fertile lands are nothing but concrete, cars and congestion. Don't make Clackamas County the same.

3. Land speculators such as the Maletis family purchased their land with the intent of changing the land use designation. Please don't reward these acts of subterfuge at the expense of the people of Wilsonville and Clackamas County.
4. Our roads in these areas can't handle more development, without creating more roads with taxpayers money so the land speculators can make more money
5. Our water and other utilities would need to be addressed at more taxpayer expense.
6. Please develop the 8,000 acres that are sitting idle already, and leave our rural reserves alone. Please respect the two-year process that created the urban and rural reserves and end this waste of time of the Clackamas County citizens. We have voted, we have stated our wishes. Please listen.

Sincerely,  
Dana Richmond

  
madamrich@comcast.net

NOTE NO